EXPERT™

OPERATOR'S MANUAL



Labrie Enviroquip Group

Expert™

Operator's manual



Liability

Labrie Enviroquip Group reserves the right to make design changes or improvements in its products without imposing any obligation upon itself to change or improve previously manufactured products. In no event shall Labrie Enviroquip Group assume liability for any incidental, consequential or special risks or damages arising from the use or misuse of the information provided herein, breach of warranty, breach of contract, negligence, strict tort liability or any other legal theory and/or hypothesis. Such damages include but are not limited to: loss of profits, savings, capital or revenue, loss of use of refuse body, parts, components or assemblies, cost of rental equipment, facilities or services resulting from downtime, claims from third parties (including customers) of injury or damage of property, cost of towing, transporting or storing equipment, cost of lodging and transportation for any persons. All risks and damages, incidental or otherwise, are entirely the responsibility of the user. Labrie Enviroquip Group will not assume responsibility for errors or omissions or subsequent design changes with regard to the materials provided.

August 2015

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Introduction

The purpose of this manual is to introduce operators to the procedures involved in properly operating the EXPERT™. For information regarding maintenance procedures, refer to the EXPERT™ Maintenance Manual.

Pre-Operating Instructions

It is imperative that you carefully review this manual prior to operating and/or servicing your new EXPERT™.

Upon receipt of your new EXPERT™ unit, perform a complete lubrication. Mechanisms must be properly lubricated. Factory lubrication is adequate for production and transport purposes only. In addition, the return filter element must be replaced after 50 hours of use.

A Note about Warranty

Do not forget to complete the owner's registration form and to send it to Labrie Enviroquip Group. Also, make sure you indicated the "In service" date on that form. This date will be used to start the warranty period. Otherwise, the date of delivery from the factory will be used instead.

Mission Statement

Labrie Enviroquip Group is dedicated to providing innovative designs, customized quality equipment and elite customer service.

Vision Statement

The Labrie Enviroquip Group Team will successfully lead the way the world views waste management. We will excel at enhancing our community and protecting the global environment. We are committed to being a profitable company for our customers, shareholders and employees.

Introducing the EXPERT™

IMPORTANT: Read and thoroughly understand this Operator's Manual before using the vehicle.

The EXPERT™ is a side-loading refuse collection vehicle designed and built to aid *one operator only* in the collection of different types of refuse.

Depending on the type of collection for which it is intended, the EXPERT™ is offered in three main collection configurations: fully automated, semi-automated, and manual.

EXPERT™ vehicles to be used for automated collection are equipped with a lifting arm called "Helping Hand™" (see Figure 1-1), which is designed to allow *a single person* to collect waste in roller carts without exiting the cab. This automated arm can extend up to 10 ft. and lift up to 400 lbs when fully extended.

Vehicles to be used for semi-automated collection are equipped with cart tippers, and vehicles to be used for manual collection benefit from the lowered hopper area.

All models can also be configured with a split-body option called "comingle" that allows collection of two different types of refuse. In this configuration, refuse collection is slightly different from a standard body vehicle. Comingle-specific options and operations are explained starting on page 115.

All other major options and body configurations are explained in the following pages.

The EXPERT™ is the result of concerted efforts to develop a cost effective solution for those seeking the most from their waste transportation systems. The EXPERT™ is a very functional yet very simple-to-maintain truck.

Figure 1-1 Helping Hand™ automated arm



Standard Limited Product Warranty

Subject to the other provisions hereof, LABRIE ENVIROQUIP GROUP, hereinafter called “Labrie” warrants that all new Labrie products (the “Product”) shall be free of defects in material and workmanship under normal use and service for a period of ONE (1) YEAR after delivery to the first registered customer/end-user.

WITHOUT LIMITATION TO THE OTHER PROVISIONS HEREOF, THIS PRODUCT WARRANTY DOES NOT COVER:

- Any and all components or parts of the Product, including without limitation the vehicle chassis, which are not manufactured and installed by Labrie, whether or not they are covered by an original manufacturer’s or supplier’s warranty;
- Paint;
- Damages resulting from abuse, misuse of the Product or from negligence or accidents;
- Damages resulting from use of the Product other than for its intended purpose or in a manner other than its intended normal use and service;
- Damages caused by improper maintenance of the Product including, without limitation, failure to comply with the maintenance requirements set forth in the Product’s Parts and Maintenance Manual;
- Damages caused by the operation of the Product with parts or components known by the customer/end-user to be defective or in need of maintenance;
- Parts, components or systems which have been modi fied without the express authorization of Labrie or of an authorized Labrie distributor;
- Repairs which are not completed or otherwise expressly authorized by Labrie or an authorized Labrie distributor;
- Repairs or modifications which have been authorized by Labrie or an authorized Labrie distributor that are performed by personnel which is not qualified to perform such repairs or modifications;
- Normal wear item parts including, without limitation, oils, fluids, filters, tracks, rollers, wear shoes, tailgate seals, chains, divider blades and normal wear of the steel structure;
- Any and all adjustments and maintenance resulting from normal use and service of the products.

For the purposes of this warranty, normal use and service means the operation of the new Product for fifty (50) hours per week for its intended purpose and in compliance with the operation and maintenance instructions which are provided by Labrie in the Product’s operation and maintenance manuals. It is the customer/end-user’s responsibility to make sure that all operators are familiar and comply with the operation manual and the warning decals on the Product.

In the event a part or component of the Product fails or becomes defective during the warranty period and, in the opinion of Labrie, such failure or defect results from Labrie’s material or workmanship, the part or component shall be repaired or replaced by Labrie or an authorized distributor at no cost provided that the unit is brought to an authorized distributor’s service facility. However, the aforementioned repair or replacement of parts or components may be performed by the customer/end-user as provided herein if specifically authorized by Labrie or an authorized Labrie distributor.

Because the Product is engineered to work only with genuine Labrie parts and components, this warranty shall be void and of no effect if i) the Product is modified other than by Labrie or by an authorized Labrie distributor or other than in accordance with a specific authorization and instructions from Labrie or from an authorized Labrie distributor or ii) if parts and components of any other manufacturer are used as substitutes for genuine Labrie parts and components.

LABRIE MAKES NO WARRANTY AS TO MERCHANTIBILITY, FITNESS FOR USE, LEGALITY OF OPERATION IN ANY JURISDICTION OR ANY IMPLIED WARRANTY OF ANY KIND OR NATURE. LABRIE SHALL NOT BE LIABLE FOR ANY SPECIAL OR CONSEQUENTIAL DAMAGES OF ANY KIND OR NATURE. NO OTHER PERSON, FIRM, CORPORATION, INCLUDING THE LABRIE DISTRIBUTOR, CAN BIND LABRIE TO ANY WARRANTY OTHER THAN THIS WARRANTY OR OTHERWISE MODIFY SAID WARRANTY.

Labrie reserves the right to redesign and/or discontinue the manufacture of parts, components, and Products.

This limited warranty may be transferred to subsequent end-users within fifteen (15) days of the Product transfer provided that Labrie is notified in writing within the said fifteen (15) day period.

To Contact Labrie Plus

In the U.S.

Address:	1981 W. Snell Road Oshkosh, WI 54904
Toll Free:	1-800-231-2771
Telephone:	1-920-233-2770
General Fax:	1-920-232-2496
Sales Fax:	1-920-232-2498
Parts and warranty:	During business hours, 7:00 AM to 7:00 PM Central Standard Time
Technical Support Service:	Available 24 hours

In Canada

Address:	175-A Route Marie-Victorin Levis, QC G7A 2T3
Toll Free:	1-877-831-8250
Telephone:	1-418-831-8250
Service Fax:	1-418-831-1673
Parts Fax:	1-418-831-7561
Parts and warranty:	During business hours, 8:00 AM to 5:00 PM Eastern Standard Time
Technical Support Service:	Available 24 hours
Website:	www.labriegroup.com
E-mail (Sales Dept.):	sales@labriegroup.com
E-mail (Customer Service):	service@labriegroup.com

IMPORTANT: For technical support and parts ordering, the serial number of your vehicle is required. Therefore, Labrie Enviroquip Group recommends to keep record of the information found on the VIN plate, which is located in the cab.

2

Safety

IMPORTANT: Read and thoroughly understand this Operator's Manual before using the vehicle.

EXPERT™ vehicles are heavy duty pieces of equipment, and as such require that a certain number of safety precautions be taken. Such precautions, along with all the necessary instructions and conventions, are presented in this manual.

The EXPERT™ automated side loader is to be operated by *a single person.* If, however, Labrie Enviroquip Group customers elect to operate their EXPERT™ vehicles with more than one person, additional safety items shall be installed. In such cases, Labrie Enviroquip Group must be informed of every and all vehicles that are intended for operation by more than one person.

Labrie Enviroquip Group will then determine and supply, at the customer's expense, the required safety items. Please contact Labrie *Plus* (See *To Contact Labrie Plus* on page 5) for additional information on available safety items.

Danger! Failure to contact Labrie Enviroquip Group to report two-operator use of any vehicle may result in vehicle and /or property damages, personal injury, or even death.

As an example of additional equipment, Labrie Enviroquip Group shall provide additional sets of sustained manual pressure controls for each additional worker. To operate the equipment, the actuation of the controls shall take place concurrently. The sustained manual pressure controls shall be located so that the coworker pressing it is not in the path of the lifting arm and has a clear and full view of the point of operation.

Conventions

Danger! Indicates an *imminently* hazardous situation which, if not avoided, *will* result in serious injury or death.

Warning! Indicates a *potentially* hazardous situation which, if not avoided, *could* result in serious injury or death.

Caution! Indicates a *potentially* hazardous situation which, if not avoided, *may* result in minor or moderate injury.

General Notions

The following safety notions are related to the use of the EXPERT™. It is important to point out that the safe use of the vehicle remains the user's responsibility. He must heed all safety notions explained in this manual and on the decals found on the vehicle.

Danger! Always be aware of the vehicle's surroundings to make sure that no pedestrians, passersby, bystanders, or other people or vehicles are in any way exposed to any danger caused by the use of the EXPERT™.

Danger! Never get in the hopper area when the engine is running. Only authorized personnel may do so following a lockout/tagout procedure (see *Locking Out and Tagging Out the Vehicle* on page 135).

Warning! Always wear safety glasses, gloves and proper footwear while collecting waste. Explosive objects, pressurized cans, and fluorescent tubes can be present and pose a danger. *Be alert!*

Warning! Respect the established legal speed limit for collection driving: 32 km/h (20 mph).

Responsibilities

Safety is everybody’s responsibility. Both employer and employee must play their part to ensure the safety of the operator, the vehicle, and its immediate surroundings.

Employer’s Responsibilities

It is the responsibility of the employer:

- To ensure that the EXPERT™ is operated in accordance with all safety requirements and codes, including all applicable regulations, the Occupational Safety and Health Act (OSHA), and the American National Standards Institute (ANSI).
- To ensure that employees are qualified for operating the vehicle and its equipment, and that they all take safety measures before using them.
- To properly maintain all mobile equipment to meet all state/provincial and federal safety standards.
- To provide all employees – both operators and maintenance personnel – with proper training that includes safe vehicle operation procedures and ensure that those procedures are monitored on a continual basis.
- To keep the vehicle maintained and properly adjusted to meet the manufacturer’s standards and recommendations. For help or for more information, please contact the manufacturer or any of its authorized representatives.
- To keep records of all vehicle breakdowns and malfunctions, as well as any inspection and maintenance.
- To ensure that all failures or malfunctions that may be affecting the safe use of the vehicle are repaired before the vehicle is put back into operation.
- To meet the appropriate lighting requirements for night shift work (if permitted).
- To regularly accompany the vehicle operator and take measures to ensure the smooth and safe operation of the vehicle.
- To make sure that the backup alarm works properly when the vehicle is in reverse.
- To take necessary measures that follow any damage or malfunction reported by any employee.
- To establish and ensure the application of a “lockout/tagout” procedure (see *Locking Out and Tagging Out the Vehicle* on page 135) any time inspection, repair or maintenance is performed on the vehicle, regardless of whether it takes place on the road or in the garage.
- To provide necessary safety equipment and apparel.
- To ensure containers lifted by container lifting mechanism do not exceed load rating as specified by the manufacturer.
- To provide operators with the necessary route rules and regulations.

- To instruct operators on awareness to road hazards such as other people, obstructions and dimensional constraints which include familiarity with the vehicle width and height, both while at rest and during operation.
- To ensure that all vehicle safety features, such as tailgate props, are properly used by all personnel when operating or servicing the vehicle.

IMPORTANT: Do not allow operation of the EXPERT™ if damaged or malfunctioning. Have all repairs performed immediately.

Employee's responsibilities

It is the responsibility of the employee:

- To enforce all safety measures to meet the requirements established by the employer.
- To operate the EXPERT™ only after having received instruction and training.
- To carefully read this manual.
- To ensure, prior to and during operation of equipment, the following:
  - During all phases of dumping or packing process, area is clear of persons, including time tailgate is open and/or closed. Operator to instruct persons NOT to cross under open tailgate.
  - Manufacturer's recommended operating and safety instructions are taken into account.
- To use the vehicle only as intended.
- To obey proper operating procedures, safety guidelines and warning decals.
- To perform a daily vehicle inspection that includes all operating systems, all vehicle safety equipment (parking brake, lights, back-up alarm, horns, tires, safety interlock switches, etc.) and safety decals.
- To immediately report any malfunction or damage to the vehicle to the employer or supervisor.

IMPORTANT: Under no circumstances should you operate damaged or malfunctioning equipment. Report all malfunctions to your supervisor immediately.

- To ensure that all mirrors, windows and lights are clean and properly adjusted prior to operating the vehicle.
- To ensure that all cameras and monitors, if installed, are properly adjusted and function correctly.
- To make sure that nobody is near the vehicle before activating any of the controls, and to be prepared to stop at any indication of possible danger.
- To use extreme caution when operating machine in dangerous areas such as: slopes, overhangs, high walls, ridges or ditches.
- To always utilize the vehicle's safety features, such as tailgate props.
- To wear all safety equipment prescribed by your employer.

IMPORTANT: Safety is always of prime importance when operating any type of equipment. All operators working with the EXPERT™ must be aware of the safety practices and features detailed in this section.

Do's

- Inspect the body and all systems at the start of each day.
- Make sure that the area is clear of any people or possible obstructions.

IMPORTANT: Be extremely cautious in areas where small children may be present.

- Wear gloves, safety glasses and footwear, and any other safety equipment when loading and packing refuse.
- Check for explosive trash (for example, televisions, paint cans, fluorescent light tubes, etc.).
- Drive carefully when carrying an unevenly distributed load.
- Inspect for overhead hazards (power lines) prior to hoisting the body, using the arm, or climbing on the main body.
- Use the body safety prop when servicing under the body.
- Use the tailgate safety prop before entering the area between the main body and the tailgate.
- Obey all warning and operation stickers.
- Make sure all safety interlock systems are functioning properly.
- Keep hands, floors, and controls free from water, grease, and mud to assure non-slip control.
- Listen for strange or above normal sounds when machine is being moved or operated. Shut down machine when safe to do and report problems to your supervisor.

Don'ts

- Do not operate any vehicle while under the influence of alcohol, narcotics or other intoxicants.
- Do not talk on a cell phone or listen to loud music while driving.
- Do not wear jewelry or loose clothing.
- Do not leave the vehicle before it is brought to a complete stop and the work or parking brake is engaged.
- Do not enter the hopper or main body unless the engine is shut off, the key is removed and there is an out-of-service tag on the steering wheel (see *Locking Out and Tagging Out the Vehicle* on page 135).
- Do not hoist the body or raise the tailgate if the vehicle is standing on uneven ground.
- Do not back up the vehicle when the body is raised.
- Do not drive with the tailgate fully open unless it is to unload refuse at the landfill.
- Do not use the body safety prop to prop a *loaded* body.
- Do not operate machine in an unsafe manner.
- Do not leave equipment in dangerous positions unattended without taking proper parking precautions.
- Do not operate unit if gauges and/or indicator lights are not functioning properly.
- Do not drive with the tailgate raised.

Safety Controls

Safety should be your number one priority. Before operating the EXPERT™, the operator must be completely familiar with the location, operation and function of all controls and indicators related to the operation of the unit. Refer to “Controls and Indicators” on page 45.

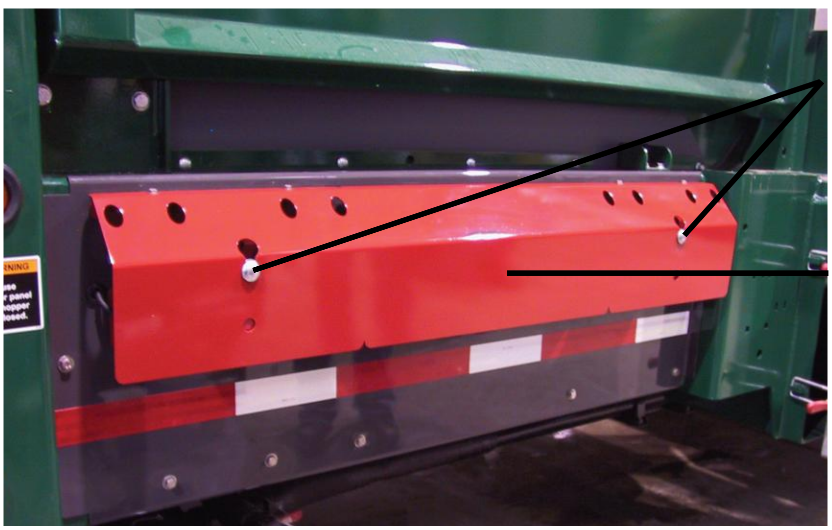
Safety Equipment and Mechanisms

Labrie vehicles are equipped with numerous safety mechanisms that help prevent incidents before, during, and after refuse collection and vehicle maintenance.

Panic Bar

The panic bar is an *optional* emergency device that can be installed on the EXPERT™. When installed on the vehicle, it is located outside the hopper on the left- and/or right-hand side. It is made up of a steel board and a red emergency stop button located between the board and the hopper wall.

Figure 2-1 Red panic bar



In the event of an emergency, the area covered by the panic bar is much larger than the one covered by the emergency button, thus providing easier and faster access to the emergency stop function.

When the vehicle is equipped with a cart tipper, panic bars are installed on either side of the tipper (see Figure 2-2). Each panic bar has its own emergency stop button.

Figure 2-2 Panic bar on each side of a cart tipper



Circumstances leading to the use of the panic bar are many. Being able to stop all moving parts under any of these circumstances can be crucial for your safety or someone else's. For more information, see *Stopping All Hydraulic Functions Instantly* on page 41.

To use the panic bar:

1. In an emergency situation, especially when access to the different emergency stop buttons is limited, push hard on the panic bar. It will instantly stop all hydraulic activity on the vehicle.

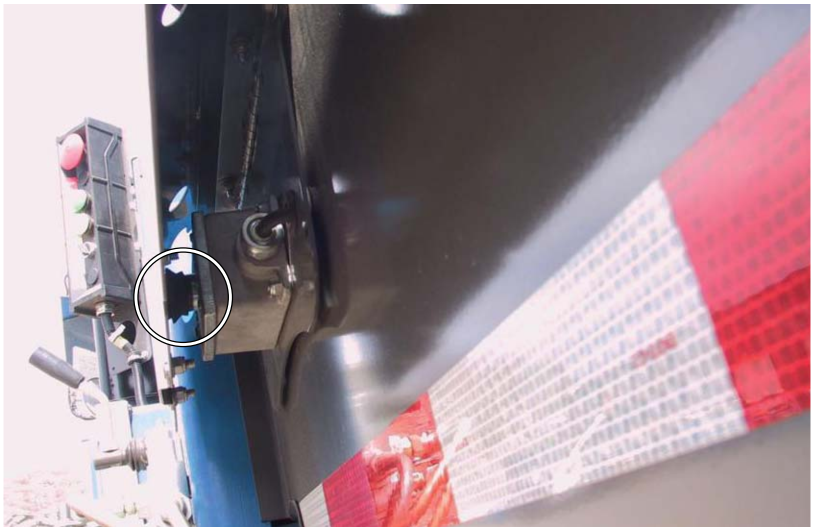
Figure 2-3 Panic bar



2. Secure the emergency situation.

3. Once you are ready to restore the EXPERT™ functions, pull the panic bar. If the vehicle is equipped with red panic bars, pull both emergency stop buttons located directly underneath. All functions become available again at this point.

Figure 2-4 Emergency stop button underneath the panic bar



Door Locks and Safety Slings

For maximum safety, the hopper doors on the EXPERT™ are equipped with robust safety locks. They may also be equipped with safety slings depending on the vehicle. If the door mechanism breaks, it may cause the door to unlock. If the safety sling is properly attached, it will prevent the door from opening and causing damages and/or accidents.

Warning! Always lock the hopper doors whether they are open or closed, and use the safety slings at all times (if equipped).

Figure 2-5 Standard door lock when no arm or Dutch door is installed



Figure 2-6 Door lock on vehicles equipped with Helping Hand™ and Dutch door options

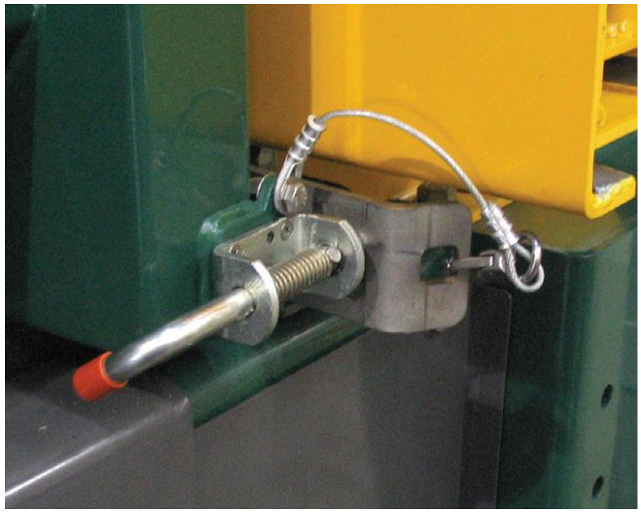
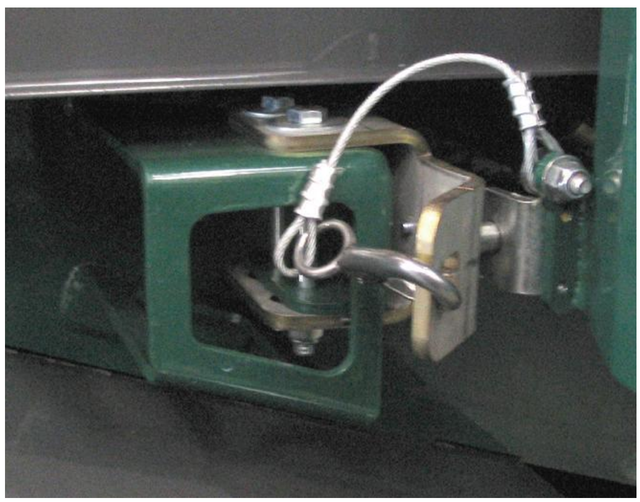


Figure 2-7 Safety sling on vehicles equipped with Helping Hand™ and Dutch door options



Body Safety Prop

Safety props ensure that heavy body parts will not move inadvertently.

Setting the Body Safety Prop

The body safety prop ensures that an ***empty*** body will not lower when you are working underneath it.

Danger!

Always set the body safety prop when performing maintenance underneath a raised body. Failure to do so may result in severe injury, or even death.

Figure 2-8 Body safety prop



To set the body safety prop:

1. Make sure that there is enough clearance above the body to raise it safely.
2. Start the engine.
3. Raise the body until the safety prop is free to tilt under it (see Figure 7-16).
4. Release the safety prop using the safety prop handle and position it adequately.

Figure 2-9 Safety prop handle



5. Lower the body until it rests on the safety prop.
6. Lock out and tag out the vehicle (see *Locking Out and Tagging Out the Vehicle* on page 135).

   You can now work safely underneath the body.

Putting the Body Safety Prop Back in Place

To put the body safety prop back in place:

1. Make sure that there is enough clearance above the body to raise it safely.
2. Start the engine.
3. Raise the body until the safety prop can move freely.
4. Put the safety prop back in its place.
5. Lower the body.

Tailgate Safety Prop

The tailgate safety prop is used to support and keep the tailgate open during inspection or maintenance procedures. It is mandatory to set the safety prop every time the tailgate is open for such purposes.

IMPORTANT: Make sure that the body is empty before installing safety props.

Danger! The tailgate safety prop shall be set each time the tailgate is open for inspection and maintenance purposes.

Setting the Tailgate Safety Prop

To set the tailgate safety prop:

1. Make sure that the body is empty.
2. Remove the tailgate-locking mechanism safety pins.

Figure 2-10 Safety pin



3. Start the engine.
4. Turn on the pump (see Figure 7-1).

5. With the Tailgate Up switch on the in-cab control panel (see Figure 7-16), raise the tailgate about 3 feet (enough to raise the safety prop).

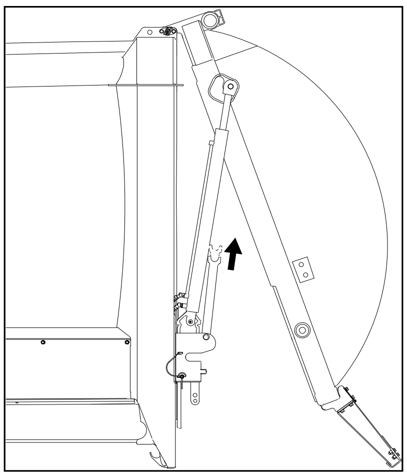
Danger!

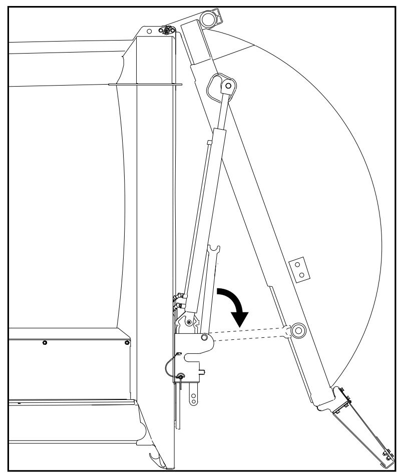


Prior to raising the tailgate, make sure that no one is standing behind the vehicle and that the body is empty.

6. Pull the safety prop upward and set it down (see Figure 2-11).

Figure 2-11 Pulling the safety prop upward (left) and setting it down (right)





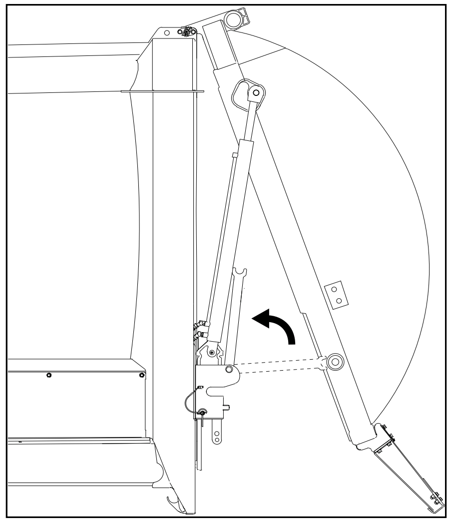
7. Lower the tailgate onto the safety prop using the Tailgate Down switch (see Figure 7-16).

Putting the Tailgate Safety Prop Back in Place

To put the tailgate safety prop back in its home position:

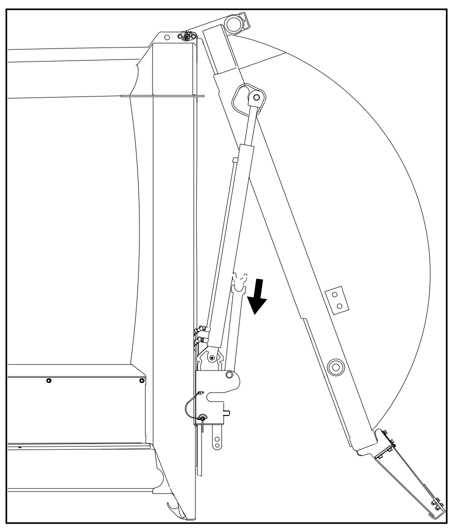
1. Start the engine.
2. Turn on the pump.
3. Raise the tailgate by about 3 feet.
4. Raise the tailgate safety prop.

Figure 2-12 Raising the tailgate safety prop



5. Release your grip on the safety prop to set it in its home position.

Figure 2-13 Setting the safety prop in its home position



6. With the Tailgate Down switch on the in-cab control panel (see Figure 7-16), completely close the tailgate.

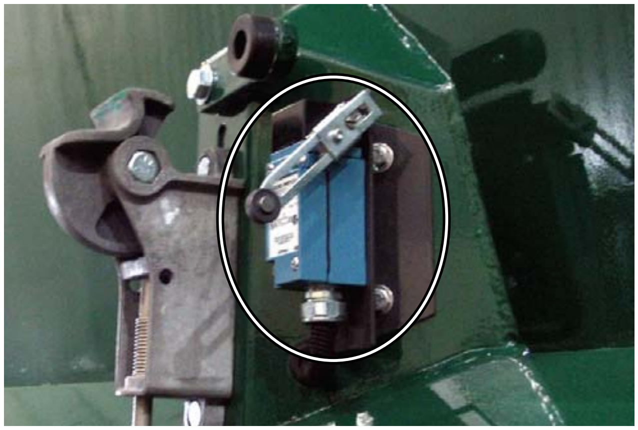
   The TAILGATE OPEN message on the monitor display should disappear.

7. Put the safety pins back in place.

Hopper Door Interlock

The hopper door interlock prevents collisions between the lifting arm and the hopper top door if the door is not fully opened and locked. This interlock is controlled by a limit switch located right next to the door lock.

Figure 2-14 Hopper top door limit switch

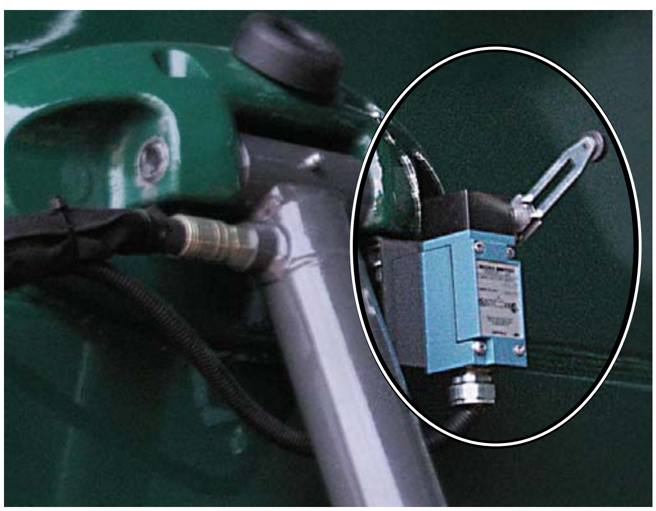


NOTE: The hopper bottom door (Dutch door option) can be left open or closed while operating the lifting arm.

Crusher Panel Interlock

On vehicles equipped with a crusher panel, an interlock prevents the lifting arm from moving if the crusher panel is not fully retracted. The interlock is controlled by a limit switch located right next to the cylinder base pin of the crusher panel.

Figure 2-15 Crusher panel limit switch



Deadman Switch

The deadman switch is used as a safety device to ensure that every movement of the joystick is absolutely wanted and controlled by the operator.

If you do not press the deadman switch while moving the joystick, the lifting arm will not move. You must be consciously pressing the deadman switch to operate the lifting arm. With such a safety feature, any accidental movement of the joystick will not be transmitted as a command signal to the lifting arm. Also, all buttons on the joystick are operational only if the deadman switch is depressed.

Figure 2-16 Deadman switch on joystick



Fire Extinguishers

It is mandatory to have an ABC-type fire extinguisher easily accessible, both inside and outside the cab. All vehicles are equipped with a 5-lb fire extinguisher inside the cab. Some vehicles also come with an *optional* 20-lb fire extinguisher outside the cab.

Figure 2-17 5-lb fire extinguisher



Back Up Alarm

The back up alarm sounds when the truck is in reverse or when the hopper is being raised.

Cameras and Monitors (optional)

The EXPERT™ can be equipped with cameras. A monitor is located in the cab while the cameras can be installed in the following locations:

- On the rear top side to view the tailgate and its surroundings

Figure 2-18 Tailgate camera



- On the hopper top to view the hopper, packer and crusher panel (if installed)

Figure 2-19 Hopper camera



- On the right top side of the body to view the lifting arm in action (see Figure 2-20)

Figure 2-20 Top right camera



- On the left-hand side mirror to view any operations on that side

Figure 2-21 Top left camera



The EXPERT™ is compatible with many types of cameras and monitors. Labrie Enviroquip Group recommends that you refer to the camera and monitor manufacturer's manuals that are provided with the vehicle for more details on these devices.

Figure 2-22 In-cab monitor



Safety Decals

Recognizing and understanding the safety decals affixed to your vehicle can prevent damage and could prevent injury or even death. Decals fall into the following three categories:

Figure 2-23 Decal categories



DANGER: White letters on red background. Extreme hazard of severe injury or death



WARNING: Black letters on orange background. Danger of death or severe injury



CAUTION: Black letters on yellow background. Danger of injury or equipment damage

See the following pages for the location and content of all safety decals. Decals on the vehicle may change depending on what special feature was installed on the vehicle and the type of body and cab configuration. Call Labrie*Plus* for decal replacement.

Please note the following:

- Warning messages on decals must be obeyed at all times.
- Decals must be in place at all times. Report any damaged or missing decals to your supervisor.
- Replacement of safety decals can be ordered free of charge from Labrie*Plus* during warranty period.

NOTE: Decal locations and messages may vary depending on the chassis model and the options installed.

Decals on Body



84459

84458 - English/French



47304

120989 - English/Spanish
79846 - English/French



47312

84011 - English/Spanish
84010 - English/French



47260

120977 - English/Spanish
79833 - English/French



84470

84469 - English/French



43800

84039 - English/Spanish Optional

79867 - English/French



84468

84467 - English/French



47262

120978 - English/Spanish

79834 - English/French



47270

120981 - English/Spanish

79837 - English/French



47280

120982 - English/Spanish
79841 - English/French

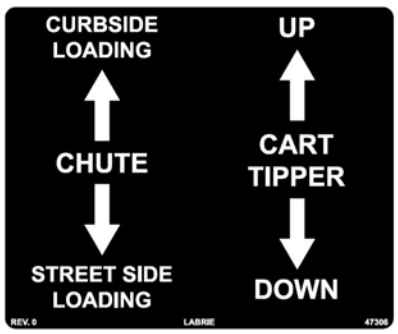


47282

120983 - English/Spanish
79842 - English/French



47310
Optional



47306
Optional



47308

84059 - English/Spanish
79847 - English/French



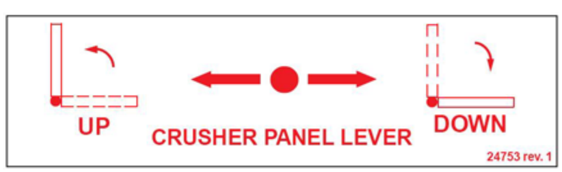
47314

84060 - English/Spanish
79848 - English/French



47348

84015 - English/Spanish
84014 - English/French



24753
Optional



47572

84083 - English/Spanish
79857 - English/French



47422

121033 - English/Spanish
79853 - English/French



47424

84077 - English/Spanish
79854 - English/French

Optional



47554

79768 - English/Spanish
79856 - English/French



47562

47795 - English/Spanish
79776 - English/French



47268

120974 - English/Spanish
79836 - English/French



47266

120973 - English/Spanish
79835 - English/French



47288

84056 - English/Spanish
84055 - English/French



47360



47452



47316

84061 - English/Spanish
79849 - English/French

Optional



79781

79782 - English/Spanish
84099 - English/French



84187

84485 - English/French/Spanish



84321

159775 - English/Spanish
84322 - French



47564



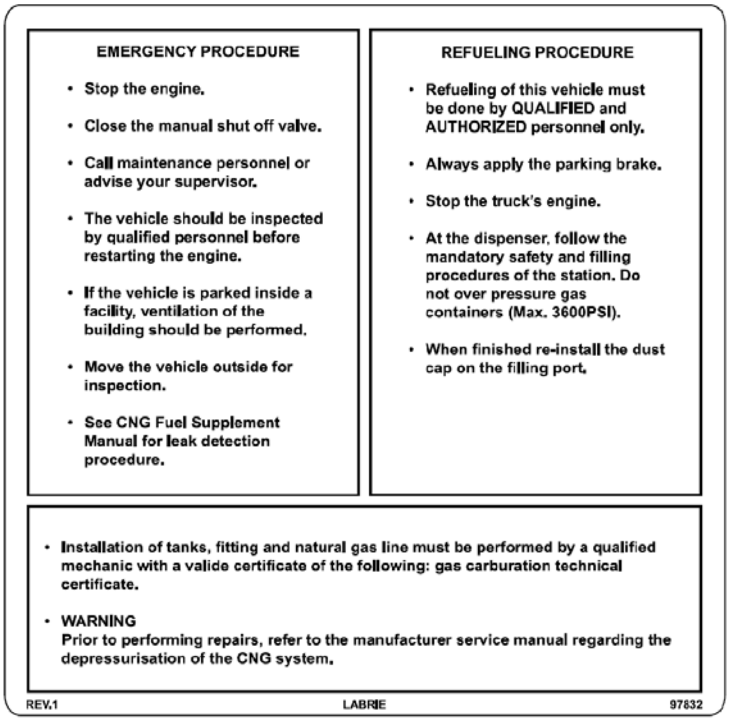
32411
Optional



47256

84419 - Spanish
159761 - French

Optional


EMERGENCY PROCEDURE

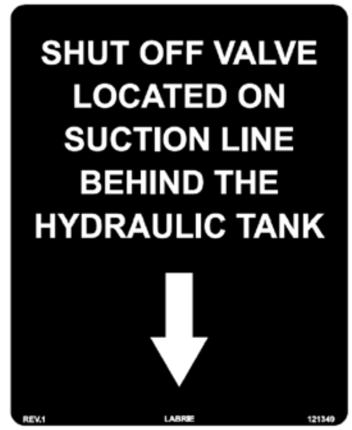
- Stop the engine.
- Close the manual shut off valve.
- Call maintenance personnel or advise your supervisor.
- The vehicle should be inspected by qualified personnel before restarting the engine.
- If the vehicle is parked inside a facility, ventilation of the building should be performed.
- Move the vehicle outside for inspection.
- See CNG Fuel Supplement Manual for leak detection procedure.

REFUELING PROCEDURE

- Refueling of this vehicle must be done by QUALIFIED and AUTHORIZED personnel only.
- Always apply the parking brake.
- Stop the truck's engine.
- At the dispenser, follow the mandatory safety and filling procedures of the station. Do not over pressure gas containers (Max. 3600PSI).
- When finished re-install the dust cap on the filling port.

- Installation of tanks, fitting and natural gas line must be performed by a qualified mechanic with a valide certificate of the following: gas carburation technical certificate.
- WARNING
  Prior to performing repairs, refer to the manufacturer service manual regarding the depressurisation of the CNG system.

REV.1 LABRIE 97832



121349

121350 - French

97832

84447 - Spanish
159759 - French

Optional

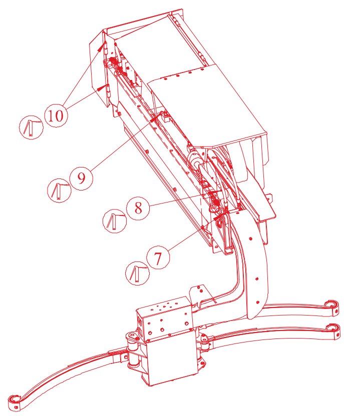
84482

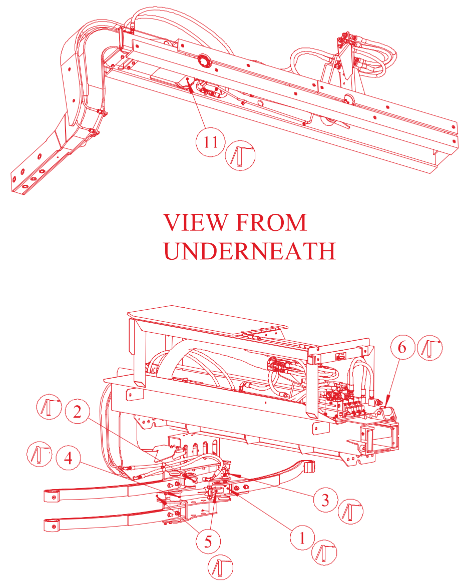
labrie

POSITION	AU	EX	FL	MM
1	TAILGATE CLOSE	TAILGATE CLOSE	TAILGATE CLOSE	TAILGATE CLOSE
2	TAILGATE OPEN	TAILGATE OPEN	TAILGATE OPEN	TAILGATE OPEN
3	BODY RAISE	BODY RAISE	TOP DOOR CLOSE	BODY RAISE
4	BODY LOWER	BODY LOWER	TOP DOOR OPEN	BODY LOWER
5	N/A	CRUSHER PAN. RAISE	FORKS INCREASE	BOX LOCK
6	PACK	PACK	PACK	PACK
7	RETURN	RETURN	RETURN	RETURN
8	SPARE OUT 1	RH CRUSHER PAN. RAISE	ARMS UP OUT	DUAL PRESSURE
9	SPARE IN 1	NOT USED	ARMS UP IN	NOT USED
10	CHUTE LOCK	RH CRUSHER PAN. LOWER	JOYSTICK CUT OUT	PIVOT FLOAT
11	N/A	CRUSHER PAN. LOWER	FORKS DECREASE	BOX UNLOCK

REV. 1 LABRIE 84482

LUBRICATION CHART, HELPING HAND





LEGEND:

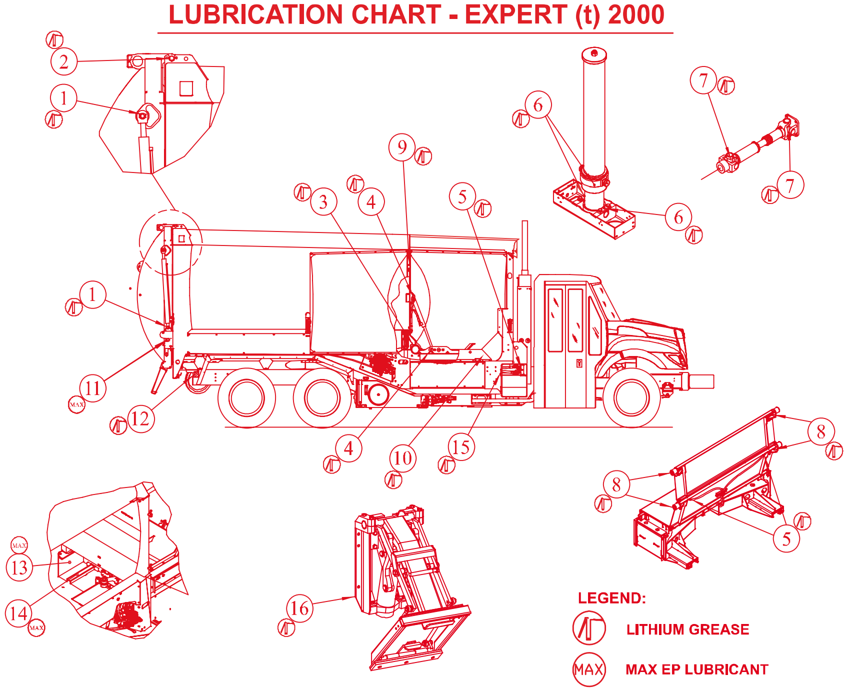
- ANY LITHIUM BASE GREASE
- MAX — MAX EP LUBRICANT

LUBRICATION CHART *		
NO.	DESCRIPTION	FREQUENCY
1	GRIPPER RIGHT PIVOT	WEEKLY
2	GRIPPER CYLINDER ROD END	WEEKLY
3	GRIPPER CYLINDER BUSHING	WEEKLY
4	GRIPPER LEFT PIVOT	WEEKLY
5	GRIPPER LEVELING ROD PIVOT	WEEKLY
6	ARM IN/OUT CYLINDER ROD END	WEEKLY
7	ARM IN/OUT CYLINDER BUSHING	WEEKLY
8	GRIPPER UP/DOWN CYLINDER ROD END	WEEKLY
9	GRIPPER UP/DOWN CYLINDER BUSHIN	WEEKLY
10	ACCES HINGES DOOR (IF TRUCK EQUIPPED)	WEEKLY
11	TILT PIVOT BUSHING	WEEKLY

REV. 1 LABRIE 47843

47843

LUBRICATION CHART - EXPERT (t) 2000



LUBRICATION CHART *

NO.	DESCRIPTION	FREQUENCY
1	TAILGATE CYLINDER PINS	WEEKLY
2	TAILGATE HINGES	WEEKLY
3	CRUSHER PANEL HINGES	WEEKLY
4	CRUSHER PANEL CYLINDER PINS	WEEKLY
5	PACKER CYLINDER PINS	TWICE A WEEK
6	BODY HOIST PINS	WEEKLY
7	PUMP DRIVE SHAFT “U” JOINT	TWICE A WEEK
8	FOLLOWER PANEL ROLLERS	TWICE A WEEK
9	HOPPER DOOR HINGES	WEEKLY
10	FLOATING PANEL HINGES	WEEKLY
11	TAILGATE LOCKING MECHANISM	WEEKLY
12	BODY HINGES	WEEKLY
13	HOPPER SIDE WALLS	WEEKLY
14	FLOOR GUIDES	WEEKLY
15	SUMP BOX HINGES	WEEKLY
16	TIPPER GREASE FITTING (IF TRUCK EQUIPPED)	WEEKLY

*SEE EXPERT (t) 2000 MAINTENANCE MANUAL FOR PROPER LUBRICANT

REV. 0 LABRIE 97784

97784

97785 - English/Spanish
97786 - English/French

Decals on Tailgate

32307



47266

120973 - English/Spanish
79835 - English/French



47268

120974 - English/Spanish
79836 - English/French



32414A 84418 - Spanish
159760 - French
Optional

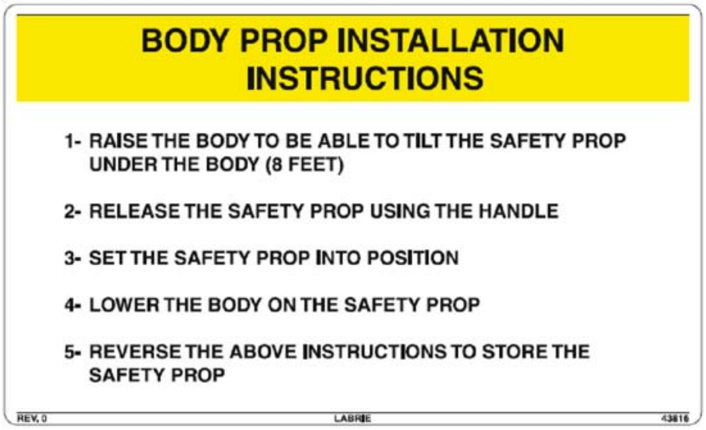


47274

47777 - English/Spanish
79839 - English/French

Optional

Decals outside Cab



43816

84040 - English/Spanish
79865 - English/French



47352

84073 - English/Spanish
79851 - English/French



47350

84072 - English/Spanish
79850 - English/French



47286

84054 - English/Spanish
79844 - English/French

Decals inside Cab



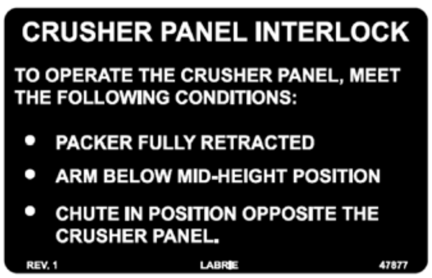
43760



43858
79824 - English/French



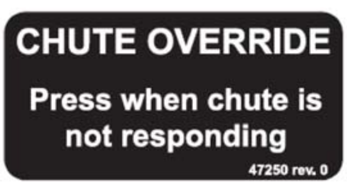
43882
84491 - English/Spanish
84009 - English/French



47877 Optional
159776 - English/Spanish
84030 - English/French



47878 Optional
159777 - English/Spanish
84029 - English/French



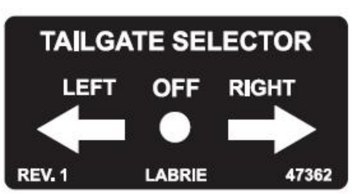
47250 Optional



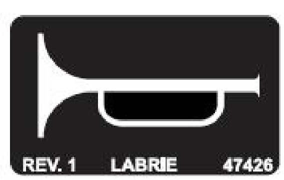
47998
84018 - English/French



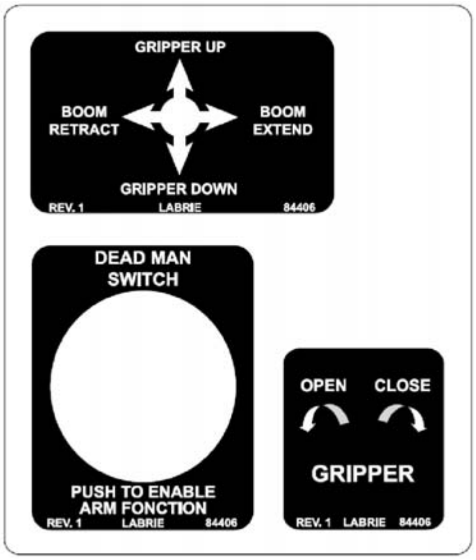
43944
84344 - English/Spanish
84000 - English/French



47362



47426

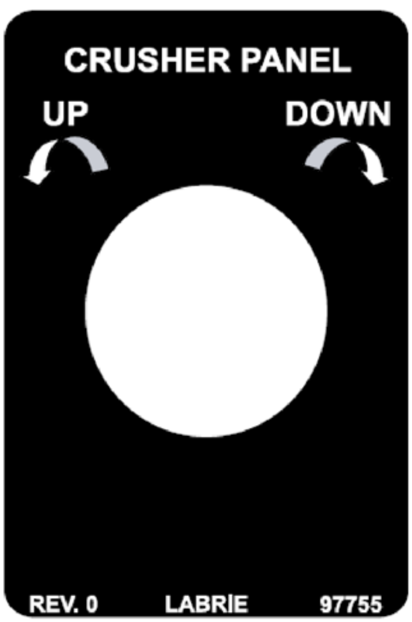


84406



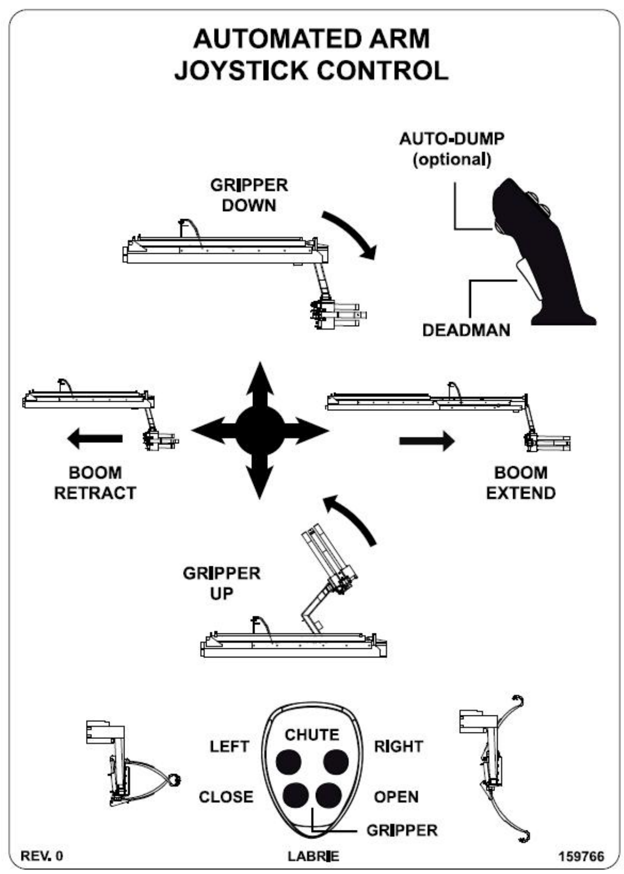
47981

159773 - English/Spanish

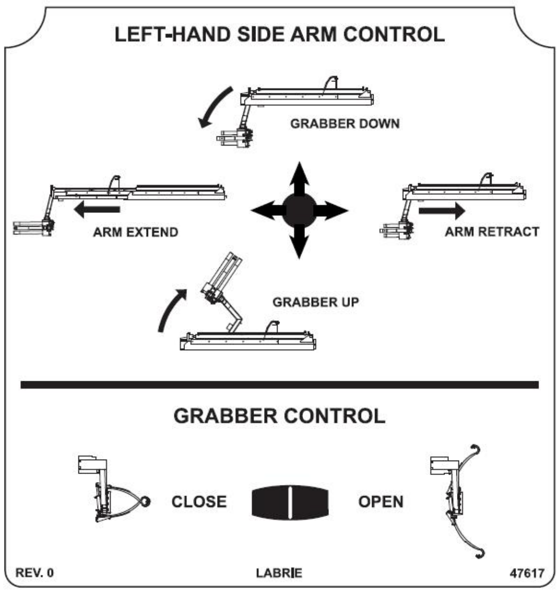


97755

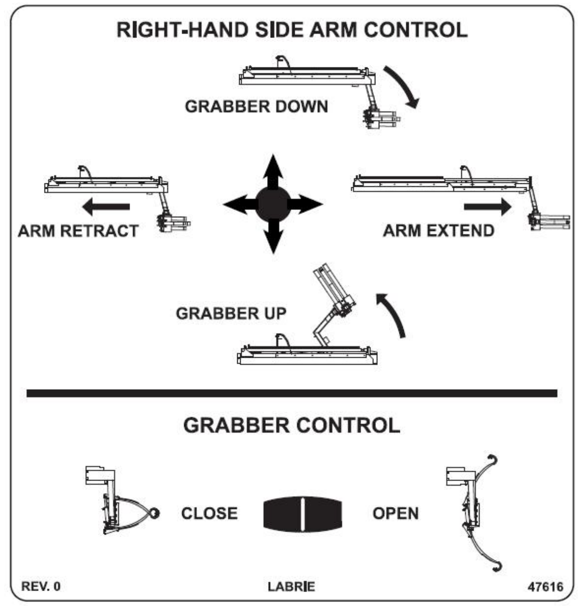
159771 - English/Spanish
97777 - English/French



159766



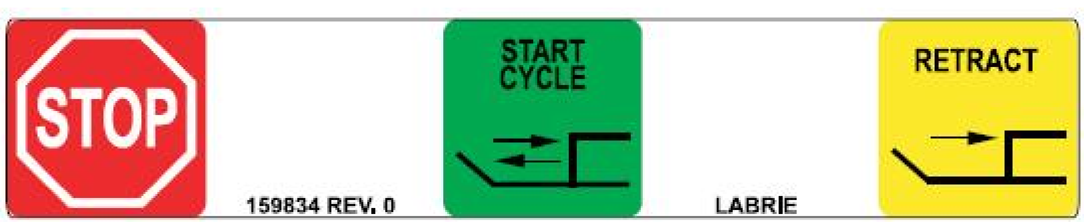
47617



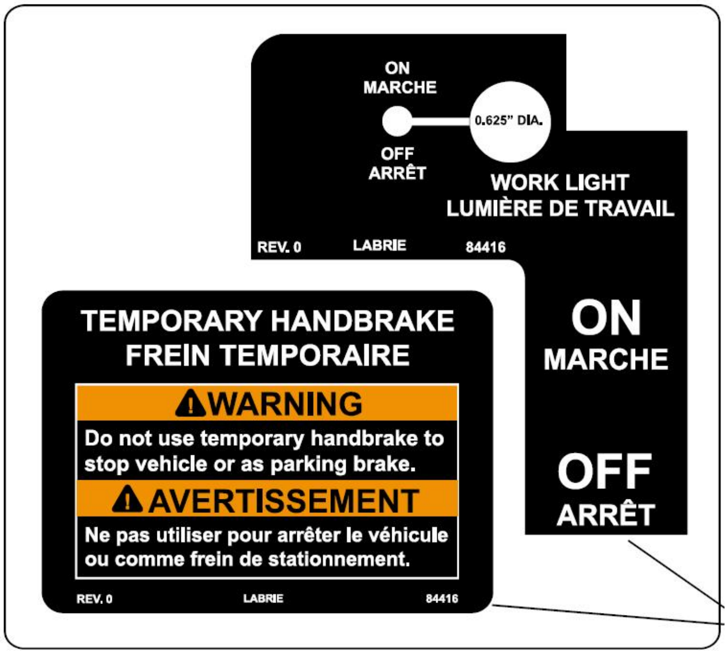
47616



32272



159834



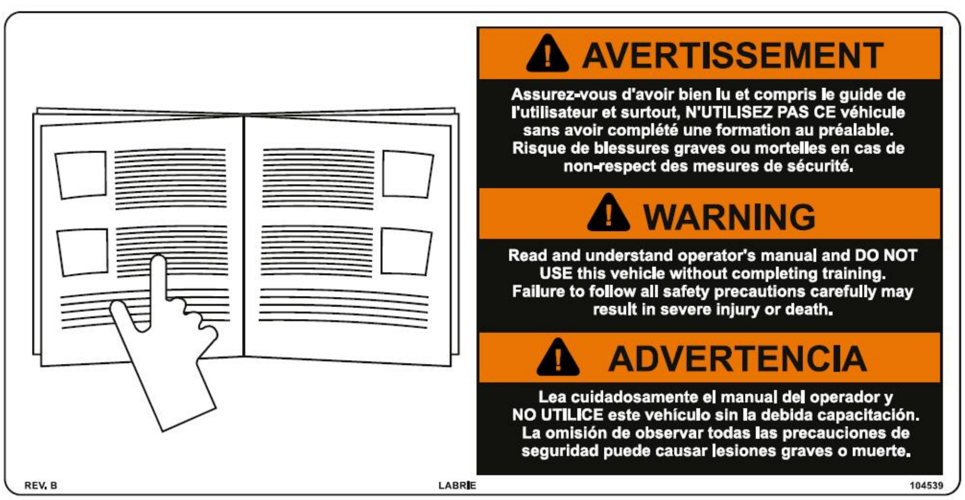
84416

84417 - English/Spanish



84189

84188 - English/French



104539

84032 - English/Spanish

84031 - English/French



43892 Optional

84158 - English/Spanish
84157 - English/French



47360



47312

84011 - English/Spanish
84010 - English/French



43790

84304 - English/Spanish
79818 - English/French



47276

84303 - English/Spanish
79840 - English/French



47440

84078 - English/Spanish
79855 - English/French



156066

159812 - English/French



43764

84025 - English/Spanish
84024 - English/French



43850

84001 - English/Spanish
79822 - English/French



84373
84372 - English/French



43910

84013 - English/Spanish
84012 - English/French



43792

84023 - English/Spanish
84022 - English/French



43786

79817 - English/French



47284

120980 - English/Spanish
79843 - English/French



43972

84148 - English/Spanish
79831 - English/French



43764_R4



43794

84147 - English/Spanish
79819 - English/French



43798

79821 - English/French

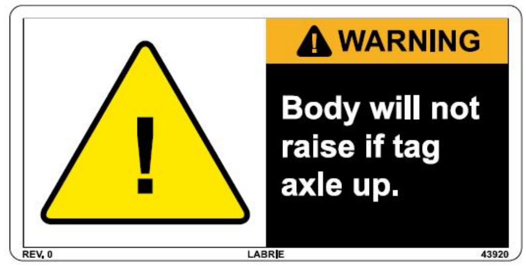


43856

79823 - English/French



43852



43920

84044 - English/Spanish

84043 - English/French



43922

84046 - English/Spanish

84045 - English/French



43796

84379 - English/Spanish

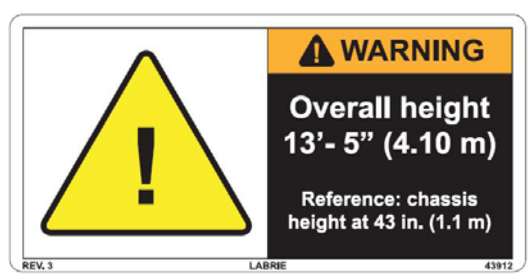
79820 - English/French



47434

84383 - English/Spanish

84382 - English/French



43912

3

Controls and Indicators

The EXPERT™ has a series of controls and indicators that allow easier operation of the different functions that come with the vehicle. These controls and indicators are mainly located on the in-cab control panel and on the dashboard.

Labrie’s Multiplexed System

Labrie has equipped your EXPERT™ unit with a CAN bus-based multiplexed system, which integrates a monitor, a control panel, a joystick, and a set of electronic controllers. This whole system has been designed to help you operate your unit in an efficient and easy way. Labrie’s multiplexed system is reliable and safe and it requires less wiring harnesses to operate. It can also monitor various function status of the body and display warning and caution messages.

Through its monitor (see Figure 3-1), Labrie’s multiplexed system informs you of any malfunctions that may occur during the operation of the truck. Various caution and warning messages can be displayed on the monitor, depending on the seriousness of the situation. Yellow-highlighted messages indicate that caution should be used while red-highlighted messages indicate a warning situation that must be dealt with quickly.

Figure 3-1 Monitor



Each time the operator turns the ignition key on, a complete bit test of the multiplexed system is conducted. This test takes about 5 seconds to complete.

NOTE: A flashing green light on the monitor indicates that the power is on. This light should be blinking steadily at 2 Hz during normal operation. If it blinks at a faster rate, it is a sign of a problem with the monitor. A flashing red light on the monitor is also a sign of a problem. Call Labrie*Plus* for support.

The logo of Labrie Enviroquip Group appears momentarily on the monitor screen at the start of the system (see Figure 3-2).

Figure 3-2 Labrie logo on the monitor screen



NOTE: If the Welcome Screen with the Labrie logo stays on continuously, there may be a communication problem between the monitor and the master control module. Report this problem to the maintenance personnel.

NOTE: The monitor screen works even if the engine is not started. All it needs is electrical power. However, if you start the engine, the monitor will reboot to reflect the changes caused by the starting of the truck.

Main Page

The next page that comes up after the Welcome Screen is the Main Page (see Figure 3-3). Here you will find a link that will give you access to the Main Menu (see *Main Menu* on page 53). Any warning or error messages that may occur while the truck is being operated are also displayed on this page. The following optional indicators, when provided, are also found on the Main Page : Cart Counter, Time and Date Indicator and Hydraulic Oil Temperature Indicator.

Cart Counter (optional)

This indicator tells you how many carts have been emptied so far. If your vehicle is equipped with two arms, the number of carts emptied is shown for each of these arms (right and left counters).

Figure 3-3 Main Page



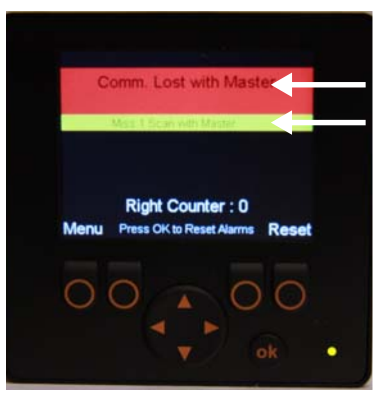
Press the far right button to reset the counter display to zero.

Time and Date Indicator (optional)
A time and date indicator may be found on the upper left-hand side corner of the screen. The availability of this indicator is based on the chassis on which the body is mounted. If the chassis provides real-time clock information through J1939 bus, time and date will appear on the screen. To set the Time and Date indicator, go to the Main Menu and choose Time Adjust.

Hydraulic Oil Temperature Indicator (optional)
This optional indicator, when provided, shows you the current hydraulic oil temperature. This indicator is found on the upper right-hand side corner of the screen.

Warning and Caution Messages
On the monitor screen, yellow-highlighted messages indicate that caution should be used and red-highlighted messages indicate a warning situation that must be dealt with quickly.

Figure 3-4 Warning and caution messages on monitor



See Table 1 for a list of warning and caution messages. Please note that this list is not exhaustive.

Table 1 Warning messages

Warning and Caution Messages	Solution
Arm Up:Chute Bad Position	Set Chute to Correct Position
Arm Up:Crusher Not Raised	Raise Crusher Panel
Arm:Auxiliary Deadman ON	Release Auxiliary Deadman
Arm:Body Raised	Lower Body
Arm:Hopper Door Not Close	Close Hopper Door
Arm:Pump Not Started	Engage Pump
Arm:Tailgate Unlocked	Lock Tailgate
AutoDump:Cab EStop	Pull Out Cab EStop Button
AutoDump:Pump Not Started	Engage Pump
Body:Pump Not Started	Engage Pump
Buzzer:Arm Not Stow	Retract Arm to Stowed Position
Buzzer:Body Raised	Lower Body
Buzzer:TailGate Unlocked	Lock Tailgate
Chute:Arm Too High	Lower Arm
Chute:Crusher Not Up	Raise Crusher Panel
Chute:Pump Not Started	Engage Pump
Crusher:Arm Too High	Lower Arm
Crusher:Chute Bad Position	Set Chute to Correct Position
Crusher:Hopper Door Not Closed	Close Hopper Door
Crusher:Packer Not Retracted	Retract Packer
Crusher:Pump Not Started	Engage Pump
ESTOP:Aux Cab EStop	Pull Out Aux Cab EStop Button
ESTOP:Cab EStop	Pull Out Cab EStop Button
FullEject:Cab EStop	Pull Out Cab EStop Button
FullEject:Pump Not Started	Engage Pump
Gripper Open:Arm Too High	Lower Arm

Table 1 Warning messages (cont'd)

Warning and Caution Messages	Solution
High Hydraulic Oil Temp.	Turn Off Engine and Refer to your Maintenance Personnel
Low Hydraulic Oil	Add Hydraulic Oil
Miss 1 Scan with Master	Refer to Maintenance Personnel or Labrie*Plus*
Packer Extend:Air Weigh Signal	Unload Body
Packer:Already Extended	Refer to Maintenance Personnel or Labrie*Plus*
Packer:Already Retracted	Refer to Maintenance Personnel or Labrie*Plus*
Packer:Pump Not Started	Engage Pump
Packer:Tailgate Not Open	Open Tailgate
Pump Not Started:Aux Cab Estop	Pull Out Aux Cab EStop Button
Pump Not Started:Cab EStop	Pull Out Cab EStop Button
Pump Not Started:Hopper Door Not Closed	Close Hopper Door
Pump Not Started:Main Air Pressure	Let the Air Build Up to Required Pressure
Pump Not Started:RPM to High	Lower Engine Speed Below 900 RPM
Pump:Aux. AutoDump Switch ON	Release Aux. AutoDump Switch prior to Engaging Pump
Pump:Aux. ChuteToLeft Switch ON	Release Aux. ChuteToLeft Switch prior to Engaging Pump
Pump:Aux. ChuteToRight Switch ON	Release Aux. ChuteToRight Switch prior to Engaging Pump
Pump:Aux. CloseGripper Switch ON	Release Aux. CloseGripper Switch prior to Engaging Pump
Pump:Aux. Deadman Switch ON	Release Aux. Deadman Switch prior to Engaging Pump
Pump:Aux. OpenGripper Switch ON	Release Aux. OpenGripper Switch prior to Engaging Pump

Table 1 Warning messages (cont'd)

Warning and Caution Messages	Solution
Pump:BodyLower Switch ON	Release BodyLower Switch prior to Engaging Pump
Pump:BodyRaise Switch ON	Release BodyRaiseSwitch prior to Engaging Pump
Pump:CrusherDown Switch ON	Release CrusherDown Switch prior to Engaging Pump
Pump:CrusherUp Switch ON	Release CrusherUp Switch prior to Engaging Pump
Pump:Hopper Door Not Close	Close Open Door
Pump:J1 AutoDump Switch ON	Release J1 AutoDump Switch prior to Engaging Pump
Pump:J1 ChuteToLeft Switch ON	Release J1 ChuteToLeft Switch prior to Engaging Pump
Pump:J1 ChuteToRight Switch ON	Release J1 ChuteToRight Switch prior to Engaging Pump
Pump:J1 CloseGripper Switch ON	Release J1 CloseGripper Switch prior to Engaging Pump
Pump:J1 Deadman Switch ON	Release J1 Deadman Switch prior to Engaging Pump
Pump:J1 OpenGripper Switch ON	Release J1 OpenGripper Switch prior to Engaging Pump
Pump:J2 AutoDump Switch ON	Release J2 AutoDump Switch prior to Engaging Pump
Pump:J2 ChuteToLeft Switch ON	Release J2 ChuteToLeft Switch prior to Engaging Pump
Pump:J2 ChuteToRight Switch ON	Release J2 ChuteToRight Switch prior to Engaging Pump
Pump:J2 CloseGripper Switch ON	Release J2 CloseGripper Switch prior to Engaging Pump
Pump:J2 Deadman Switch ON	Release J2 Deadman Switch prior to Engaging Pump
Pump:J2 OpenGripper Switch ON	Release J2 OpenGripper Switch prior to Engaging Pump

Table 1 Warning messages (cont'd)

Warning and Caution Messages	Solution
Pump:Packer Extend Switch ON	Release Packer Extend Switch prior to Engaging Pump
Pump:Packer Retract Switch ON	Release Packer Retract Switch prior to Engaging Pump
Pump:PTO Not OK	Refer to Maintenance Personnel or Labrie*Plus*
Pump:Transmission Not OK	Refer to Maintenance Personnel or Labrie*Plus*
Pump:RPM Too High	Lower Engine Speed Below 900 RPM
Pump:TailgateDown Switch ON	Release TailgateDown Switch prior to Engaging Pump
Pump:TailgateUp Switch ON	Release TailgateUp Switch prior to Engaging Pump
Raise Body:Arm Not Stow	Retract Arm to Stowed Position
Raise Body:Truck Moving	Bring Truck to a Standstill
Service Oil Filter #1	Replace Oil Filter #1
Service Oil Filter #2	Replace Oil Filter #2
TailGate Up:Truck Moving	Bring Truck to a Standstill
TailGate:Packer Not Retracted	Retract Packer
TailGate:Pump Not Started	Engage Pump
Wrong Driver Position	Change Driver Position Switch to Correct Position

Table 2 Error messages

Error Messages	Solution
Button Pack 12 is disconnected	Refer to Maintenance Personnel or Labrie*Plus*
Button Pack 13 is disconnected	Refer to Maintenance Personnel or Labrie*Plus*
Button Pack 14 is disconnected	Refer to Maintenance Personnel or Labrie*Plus*
Button Pack 15 is disconnected	Refer to Maintenance Personnel or Labrie*Plus*
CAN Error Level 1	Refer to Labrie*Plus*
CAN Error Level 2	Refer to Labrie*Plus*
CAN Error Level 3	Refer to Labrie*Plus*
Comm. Lost with Master	Refer to Maintenance Personnel or Labrie*Plus*
Module 11 is disconnected	Refer to Maintenance Personnel or Labrie*Plus*
Module 11 not Connected	Refer to Maintenance Personnel or Labrie*Plus*
Module 20 is disconnected	Refer to Maintenance Personnel or Labrie*Plus*
Module 20 not Connected	Refer to Maintenance Personnel or Labrie*Plus*
Module 30 is disconnected	Refer to Maintenance Personnel or Labrie*Plus*
Module 30 not Connected	Refer to Maintenance Personnel or Labrie*Plus*
Module 50 is disconnected	Refer to Maintenance Personnel or Labrie*Plus*

Table 2 Error messages (cont'd)

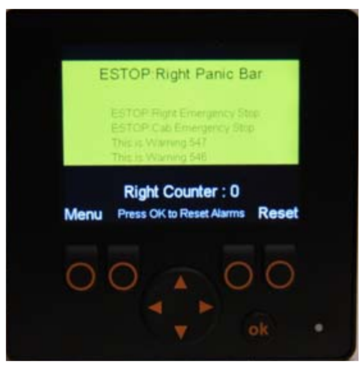
Error Messages	Solution
Module 50 not Connected	Refer to Maintenance Personnel or Labrie*Plus*
Module 60 is disconnected	Refer to Maintenance Personnel or Labrie*Plus*
Module 60 not Connected	Refer to Maintenance Personnel or Labrie*Plus*

Should the system issue a warning or caution message, it will appear on the Main Page.

For example, if the following caution message "Pump Not Started: Main Air Pressure" is issued by the system, it will appear on the Main Page of the monitor. An action that could be taken by the operator, when faced with such a situation, would be to wait until the required main air pressure level is reached.

For a specific problem or condition that requires special attention, the multiplexed system can alert the operator to a possible cause, which appears in bold and large print on the monitor screen (active cause). The operator should check if the problem stems from the highlighted or active cause. One possible cause is highlighted at a time. What is shown in light and small print in the lower part of the screen are causes that have already been dealt with (non active causes) [see Figure 3-5].

Figure 3-5 Example of a possible cause



NOTE: If the system detects a problem, a beep will sound and a message will appear on the monitor screen.

NOTE: To go back to the Main Page or Main Menu, press "Esc" as needed until the desired page is displayed.

Main Menu

To access the Main Menu, press the far left button when the Main Page is displayed.

When the Main Menu is displayed, you can have access to the following sections:

- Multicycle
- I/O Status
- Program Version
- Pump Usage (optional)
- Time Adjust (available according to chassis)

Displayed in the lower center of the screen is an indicator that monitors traffic on the network. This indicator is called Network Load, and it shows values that reflect such traffic.

NOTE: The higher the network load value is, the heavier the traffic is on the network.

To exit this page and return to the Main Page, press “Esc”. To choose a section from the Main Menu, highlight the desired section using the up/down arrows and press the “OK” button.

Multicycle

The monitor used in Labrie’s multiplexed system is user-friendly. Say you want to change the multicycle settings of the packer. All you have to do is select MAIN MENU by pressing the corresponding button at the bottom left corner of the monitor. From the displayed menu, choose the option SELECT THE NUMBER OF CYCLES. If need be, use the arrow to choose that option and press “OK”. The multicycle settings can be changed from two to eight cycles. Choose the desired number of cycles and press “OK”. It could not be easier!

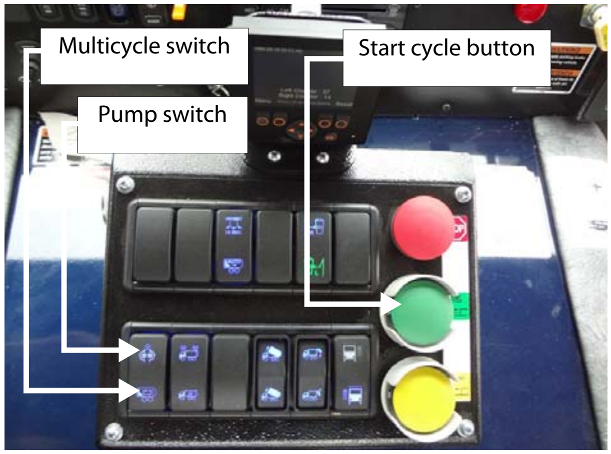
Figure 3-6 Multicycle page



NOTE: The packer multicycle function has been preset at the factory to carry out three cycles.

When the MULTICYCLE switch on the control panel is on and the packer is activated, the packer will move according to the default number of cycles (that is 3) or to the number of cycles you chose (up to 8 cycles).

Figure 3-7 Control panel



To test the new settings of the packer:

1. On the control panel press the MULTICYCLE switch and the green START CYCLE button.
2. Once the packer has completed its cycles and come to a stop, switch off the hydraulic pump and turn off the engine.

The number of cycles needs to be adjusted depending on the type of collection route used by the vehicle. For example, in a residential area, if the houses are numerous and close one to another, it may be required to increase the number of cycles. This will allow the hopper to be clear for the next house pickup.

Each time the packer completes a full cycle, the proximity switch located on the right-hand side, behind the packer, sends a signal to the electronic controller. The controller then counts the amount of cycles that the packer does, and will stop the packer after the preset amount of cycles has been reached.

I/O Status

In this section, you will find helpful information to troubleshoot body-related problems that you may face during your day-to-day tasks. These problems can be of any nature, from hydraulic to mechanical, electrical or pneumatic.

Select the control module corresponding to the part of the truck that needs to be checked.

For example, if you want to check all functions that are found in the cab, choose module #10. For all functions that pertain to the chassis, choose module #20, etc.

To choose a particular module, use the up/down arrows to select it and press “OK”.

NOTE: Pressing “OK” can be done two ways: either press the far right button or the “OK” button.

Press “Esc” to return to the preceding page.

Figure 3-8 Module I/O Status page



Input Status

The Input Status page is accessible from the Module I/O Status page. After selecting the desired module and pressing “OK”, the Input Status page of the selected module is displayed (see Figure 3-9).

Figure 3-9 Input Status page



The Input Status page contains a set of rectangles. Each of these rectangles represents input elements, which in turn correspond to a particular function of the truck. For example, if you select rectangle I00, a short description appears in the lower part of the screen, which indicates that this rectangle relates to the input element coming from the service brake pressure switch.

NOTE: Each rectangle is numbered and relates to a specific function of the truck. However, for a given number, the related function may vary from truck to truck.

Table 3 Colored rectangles

Rectangles (inputs)	Function Status
Blue	Inactive
Green	Active

Press “Esc” to return to the preceding page.

Press the “Output” button to display the Output Status page.

Output Status

The Output Status page is accessible from the Input Status page (see Figure 3-10).

Figure 3-10 Output Status page



The rectangles on this page are used to check the status of different outputs.

NOTE: Each rectangle is numbered and relates to a specific function of the truck. However, for a given number, the related function may vary from truck to truck.

Table 4 Colored rectangles

Rectangles (outputs)	Function Status
Blue	Inactive
Green	Active
Red	Closed short-circuit
Yellow	Open circuit

Press “Esc” to return to the preceding page.

Press the “Force” button to display the Force page.

NOTE: To go back to the Main Page or Main Menu, press “Esc” as needed until the desired page is displayed.

Force

The Force page is accessible from the Output Status page. Just press the corresponding button to access the Force page.

But before the Force page is displayed, a warning message appears on the monitor screen (see Figure 3-11).

Figure 3-11 Warning message



This message stays there for 15 seconds. Then an “OK” prompt appears on the bottom right corner of the screen.

Figure 3-12 Warning message w/ “OK” prompt



Press “OK” to go to the Force page or “Esc” to return to the preceding page.

After pressing “OK”, the Force page appears on the screen.

Figure 3-13 Force page (input)



As no input function can be forced to be active or inactive, the operator must press the “Output” button to go to the following page (see Figure 3-14).

Figure 3-14 Force page (output)



The Force page allows the operator to force a function to be overridden, that is, to make an inactive function active and an active function inactive.

This page contains a set of rectangles. Each of these rectangles is numbered and corresponds to a specific function of the truck.

Colors are used to indicate whether the corresponding function is active or not:

- a blue rectangle means the corresponding function is inactive
- a green rectangle means the corresponding function is active

Also:

- a red rectangle means there is a closed short-circuit
- a yellow rectangle means there is an open circuit

A white-bordered rectangle means that this rectangle is selected. Use the directional arrows to select a specific rectangle or function. When a rectangle is selected, a short description of the corresponding function appears at the bottom of the screen.

After selecting a rectangle:

- press “ON” to activate the corresponding function (rectangle turns from blue to green)
- press “OFF” to deactivate the corresponding function (rectangle turns from green to blue)
- press “RESET” to have the software control the status of the corresponding function

NOTE: To cancel changes made in this page and restore the default values, all you have to do is cut power to the multiplexed system by turning the ignition key off.

NOTE: To go from a module to another (e.g. from module 10 to 20), the operator has to go back to the Module I/O Status page (see Figure 3-8) and select module 20.

Press “Esc” to return to the preceding page.

<u>Joystick</u>

The Joystick page is accessible from the Module I/O Status page (see Figure 3-8). From that page select “Joystick” using up/down arrows and press “OK”. The Joystick page opens (see Figure 3-15).

Figure 3-15 Joystick page



The Joystick page allows the operator to check if all functions of the joystick are working correctly. If one joystick is installed on your vehicle, it will be represented on the monitor screen by joystick 127. However, if two joysticks are installed on your vehicle, any of the two joystick numbers (127 and 72) can represent either joystick on the screen.

If you press a joystick button, the corresponding button on the monitor will turn green. If nothing happens, there may be a communication problem between the joystick and the master control module. Refer to the maintenance personnel or Labrie*Plus*.

Also, if you move the joystick backwards, forwards or sideways, you should see the values under the illustration changing. If no change occurs when moving the joystick, a communication problem between the joystick and the master control module may be the cause. Refer to the maintenance personnel or Labrie*Plus*.

Press “Esc” to return to the preceding page.

J1939

The J1939 page is useful when you need some specific information (e.g. current gear, road speed, brake status).

Figure 3-16 J1939 page



Your vehicle is equipped with 2 different CAN-based communication buses:

- the **J1939 bus**, which is used for the chassis equipment; and
- the **CANopen bus**, which is used for the body.

These 2 communication buses are completely independent of one another, except for some specific data that are transferred from the chassis J1939 bus to Labrie's multiplexed system, where they are used. These specific data are the following:

- selected gear
- current gear
- road speed
- engine RPM
- brake
- parking brake

Press "Esc" to return to the preceding page.

Module Software Version

On the Module Software Version page, you will find the software version currently used by each of the modules installed on the truck and by the master control module.

Figure 3-17 Software Version page



With the information on this page it is possible for the operator or maintenance personnel to determine the electric schematic number pertaining to a vehicle. Looking at Figure 3-17 above you will notice the following digits 8-6-5-1 between, for example, 10 and R1. As all Labrie electric schematics begin with ZS00, you simply add 8-6-5-1 to it to find the corresponding electric schematic number. So, in this case, the electric schematic number is ZS008651.

Press "Esc" to return to the preceding page.

Pump Usage

This section contains an optional hour meter that tracks pump usage for maintenance purposes.

Press "Esc" to return to the preceding page.

Time Adjust

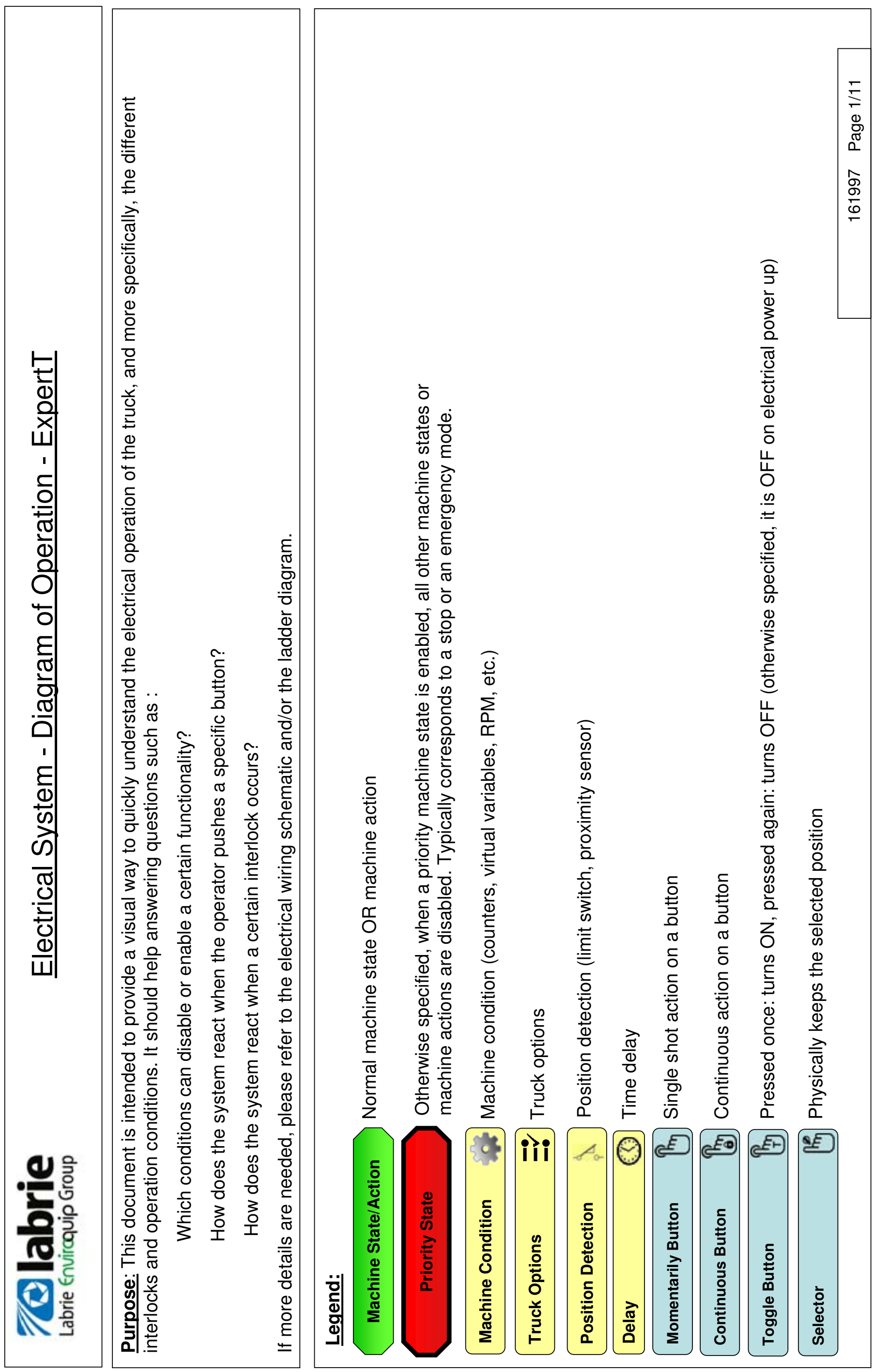
This section allows you to set the Time and Date indicator.

Press "Esc" to return to the preceding page.

NOTE: To go back to the Main Page or Main Menu, press "Esc" as needed until the desired page is displayed.

Operational Diagram of the Multiplexed System

Labrie Enviroquip Group has elaborated a document that illustrates the way the multiplexed system works. Particularly, it visually shows how this system reacts to different situations and how it manages the various lockouts that are on the EXPERT™. It also makes reading and understanding related ladder logic diagrams much easier. The following are the first two pages of this document. If you are interested in receiving the entire document, call Labrie*Plus* (see *To Contact Labrie Plus* on page 5).



Electrical System - Diagram of Operation - ExpertT

Purpose: This document is intended to provide a visual way to quickly understand the electrical operation of the truck, and more specifically, the different interlocks and operation conditions. It should help answering questions such as :

Which conditions can disable or enable a certain functionality?

How does the system react when the operator pushes a specific button?

How does the system react when a certain interlock occurs?

If more details are needed, please refer to the electrical wiring schematic and/or the ladder diagram.

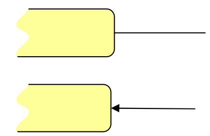
Legend:

Machine State/Action	Normal machine state OR machine action
Priority State	Otherwise specified, when a priority machine state is enabled, all other machine states or machine actions are disabled. Typically corresponds to a stop or an emergency mode.
Machine Condition	Machine condition (counters, virtual variables, RPM, etc.)
Truck Options	Truck options
Position Detection	Position detection (limit switch, proximity sensor)
Delay	Time delay
Momentarily Button	Single shot action on a button
Continuous Button	Continuous action on a button
Toggle Button	Pressed once: turns ON, pressed again: turns OFF (otherwise specified, it is OFF on electrical power up)
Selector	Physically keeps the selected position

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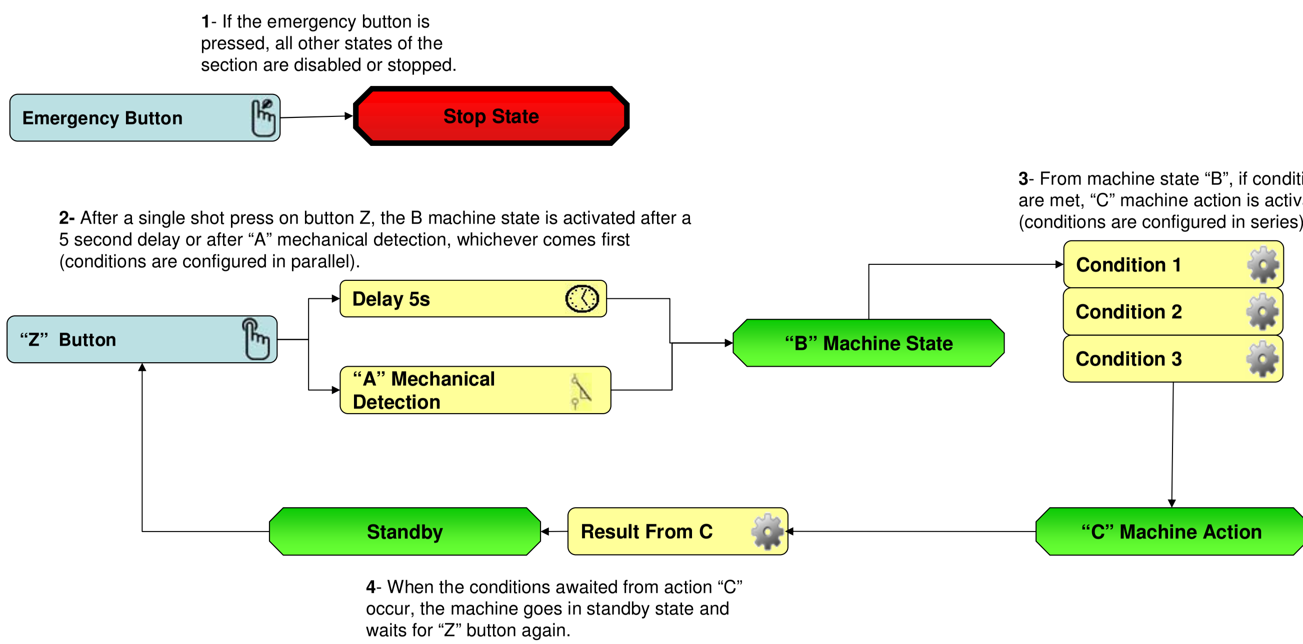
Few tips to read the schematics:

- A line with a straight end connection should be seen as a line that comes out (i.e. from the box to somewhere else).
- A line with an arrow connection should be seen as a line that comes in (i.e. to the box from somewhere else).



- It is generally easier to understand the schematics when starting with a box that only has lines coming out or lines coming in.

Example:



161997 Page 2/11

Control Panel

The control panel is located in the middle of the cab for easy access during collection and operation. A description of the controls and switches found on the control panel starts on Page 67.

Figure 3-18 Control panel (part 1)

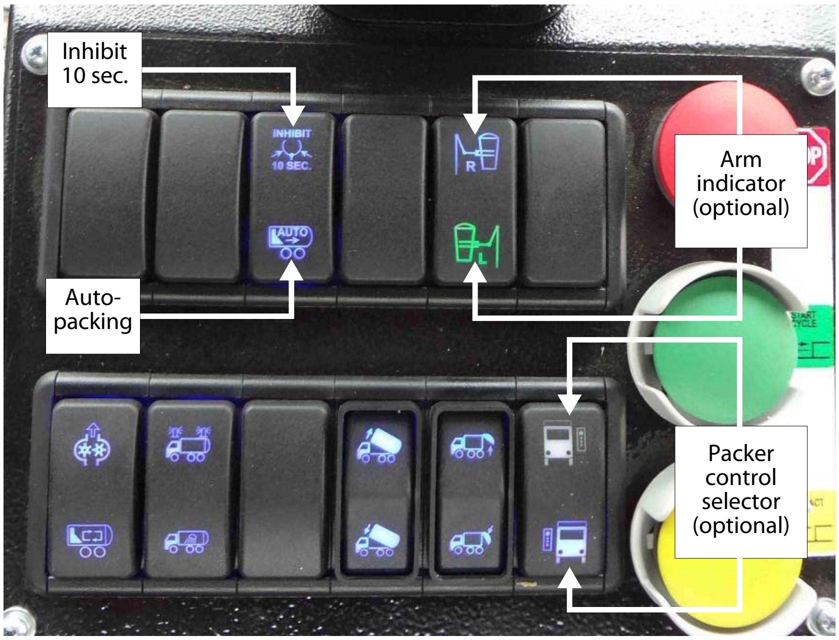
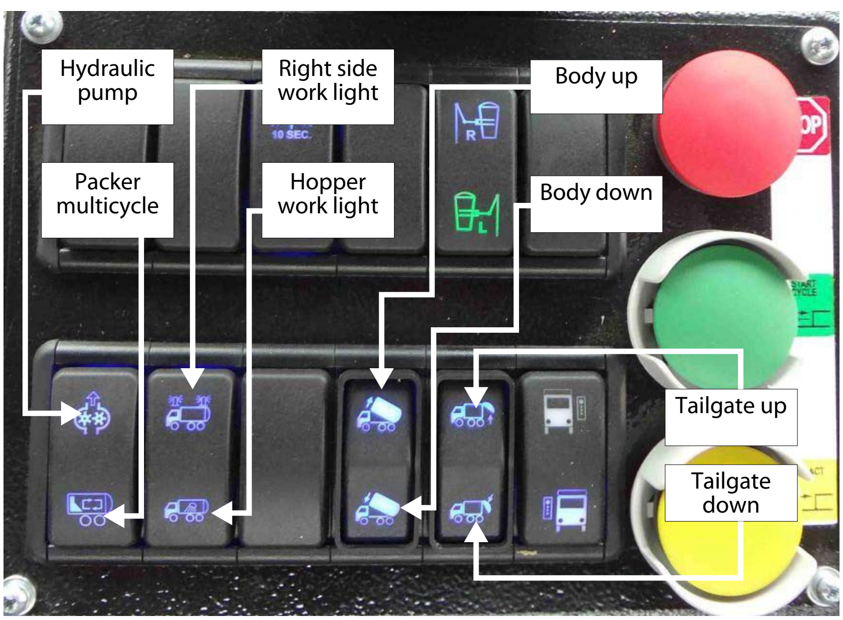


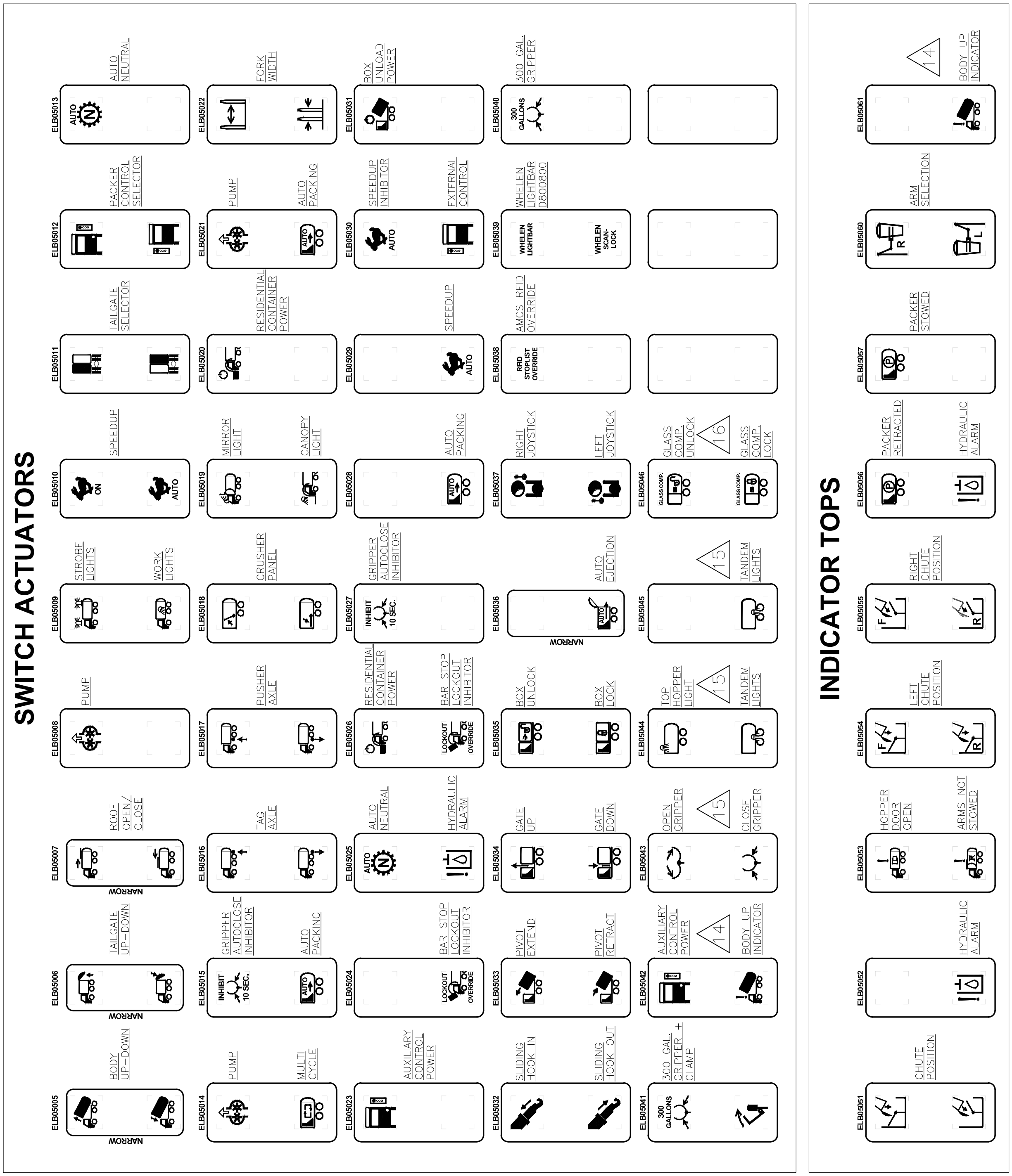
Figure 3-19 Control panel (part 2)



NOTE: The switches and controls found on the panel vary according to the options installed on the vehicle.

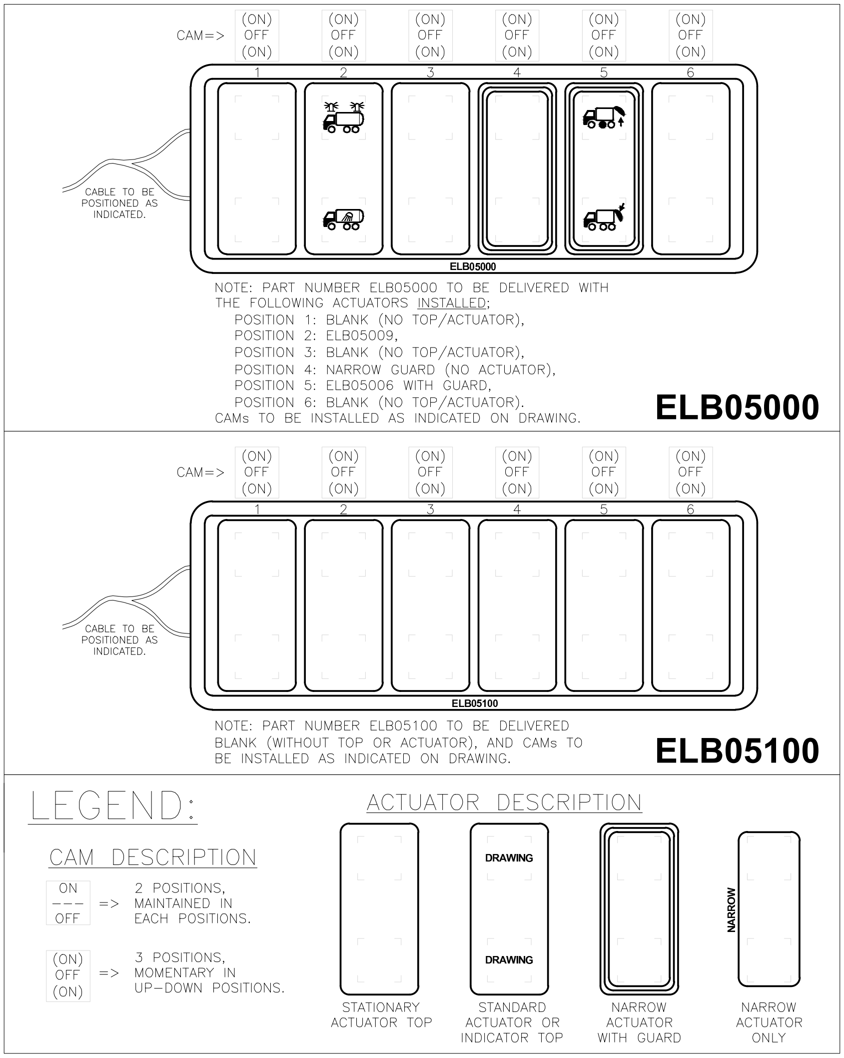
Multiplex Switch Actuators (1)

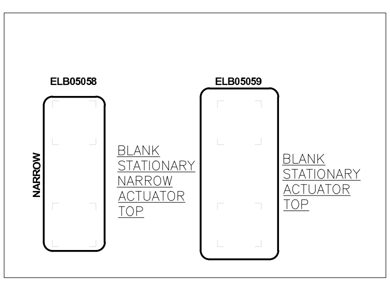
NOTE: **Multiplex switch actuators and their location on the control panel vary according to the options installed on the unit.**



Multiplex Switch Actuators (2)

NOTE: This illustration and the preceding one were taken from PDF file no 159535.

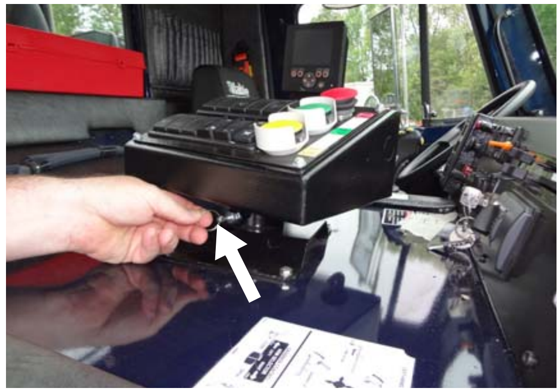




NOTE: 1- All symbols to be negative lens.
2- Electronic file for the symbols available on request from Labrie Enviroquip Group only.

A note about the control panel
Depending on the chassis configuration, the control panel can be pivoted around a vertical axis from a position where it faces the left-hand side driving seat to a position where it faces the right-hand side driving seat or vice-versa. All you have to do is pull and hold the spring-loaded locking pin while turning the panel to the desired position (see Figure 3-20).

Figure 3-20 Spring-loaded locking pin



Pump Switch

This switch (see Figure 3-19), also known as PTO switch, engages and disengages the hydraulic pump, all the body functions (packer, body hoist, tailgate) and the joystick that controls the arm. Note that the switch turns green when the pump is engaged.

- Press the switch to activate the hydraulic pump.
- Press the same switch again to deactivate the hydraulic pump.

NOTE: Do not close the main shut-off valve on the hydraulic tank even if the PTO switch is turned off. The pump is always turning whatever the engine RPM. It is very important not to let the pump run dry or without oil. Otherwise, the pump will be seriously damaged or even destroyed.

Figure 3-21 Main shut-off valve



IMPORTANT: In case of a leak in the hydraulic system, and if the vehicle has to be driven somewhere else, take off the drive shaft between the pump and the engine. Call maintenance facility and refer to the Maintenance Manual.

Body Up Switch

This control switch (see Figure 3-19) is used to raise the body. Press and keep down this switch to raise the body to the desired height.

IMPORTANT: Before using this switch, make sure that the truck is parked on safe level ground.

When the body is raised a buzzer sounds.

Danger!

Always use body safety prop when performing maintenance under a raised body. Failure to do so may result in severe injury or even death.

Body Down Switch

This control switch (see Figure 3-19) is used to lower the body. Press and keep down this switch to lower the body to the desired height. When the body touches the rod of the limit switch, the buzzer stops sounding.

Tailgate Up Switch

This control switch (see Figure 3-19) is used to raise the tailgate. Press and keep down this switch to raise the tailgate to the desired height.

IMPORTANT: Before using this switch, make sure that the truck is parked on safe level ground and that both tailgate-locking pins are removed.

Warning!

Do not drive the vehicle when the tailgate is not fully closed.

When the tailgate is unlocked, the TAILGATE UNLOCKED or BODY RAISED warning lamp turns on and a buzzer sounds.

Tailgate Down Switch

This control switch (see Figure 3-19) is used to lower the tailgate. Press and keep down this switch to completely close the tailgate or to lower it until it rests on the tailgate safety prop.

IMPORTANT: When the tailgate is completely closed, put both tailgate-locking pins back to their place.

Packer Multi-Cycle Switch

This switch (see Figure 3-19) allows the packer to run a preset number of cycles (from 2 to 8, 3 being the default setting) by pressing the green button once (see Figure 3-24). Cycles can be stopped anytime by pressing the red button or by turning off the multi-cycle control switch. When turning off the multi-cycle control switch, the packer completes the ongoing cycle in order to get back to the fully retracted position, and then stops.

Right-Hand Side Work Light Switch

This switch (see Figure 3-19) activates and deactivates the right-hand side work light.

- Press the switch once to turn on the right-hand side work light (the switch turns green).
- Press the switch again to turn off the right-hand side work light (the switch turns blue).

Hopper Work Light Switch

This switch (see Figure 3-19) activates and deactivates the hopper work light.

- Press the switch once to turn on the hopper work light (the switch turns green).
- Press the switch again to turn off the hopper work light (the switch turns blue).

Crusher Panel Down Switch (optional)

Press and keep down this switch to lower the crusher panel (see Figure 3-22) to the desired position.

The crusher panel is an option that may be installed on an EXPERT™ vehicle. If your unit is equipped with this option, we suggest you to use it only for bulky items. In many cases, unnecessary use will slow down the operation. Bulky items can be maintained in place with the crusher panel while the packer crushes them.

The crusher panel can be lowered upon the refuse to prevent it from popping up in front of the packing ram, thus increasing the compaction effect during the load breaking sequence.

To help during the unloading process, a good amount of garbage should be left in front of the packer and under the lowered crusher panel as you finish your collection route. Once the body is raised at landfill, you can activate the packing ram to help clear whatever could be jammed in the hopper. This procedure can also be done without the crusher panel.

Crusher Panel Up Switch (optional)

Press and keep down this switch to raise the crusher panel to the desired position.

Figure 3-22 Crusher panel (optional)



Right-Hand Side Packer Control Station Switch

In order to use the right-hand side packer control station, the operator must press the lower switch of the packer control selector (see Figure 3-18).

- A green switch means this feature is active.
- A blue switch means this feature is not active.

Left-Hand Side Packer Control Station Switch (optional)

In order to use the optional left-hand side packer control station, the operator must press the upper switch of the packer control selector (see Figure 3-18).

- A green switch means this feature is active.
- A blue switch means this feature is not active.

10-Second Inhibit Switch

This switch (see Figure 3-18), also known as grabber auto-close override, allows the operator to open the grabber when it is in the hopper in order to dump the grabbed object directly in it. It also allows the operator to pick up elevated carts.

To enable this feature, press the Inhibit switch. This switch will then turn from blue to green.

Then press the Gripper Open button on the joystick (see Figure 3-27). The grabber will open for 10 seconds, then close automatically.

To deactivate this feature, press the Inhibit switch again. This switch will then turn from green to blue.

Caution! The inhibit feature overrides all safety features. The operator must be aware of all applicable safety instructions and all potential consequences related to its misuse. Major equipment damage and/or injury may occur.

Auto-Packing Switch

The auto-packing switch (see Figure 3-18) enables the packer to automatically start cycling 2 seconds after reaching the mid-height sensor. This gives the arm enough time to reach the hopper and dump the cart before the packer starts to pack.

When the auto-packing feature is used simultaneously with the multicycle feature (see page 54), the packer will complete the preset number of cycles until the operator closes the grabber. Once the grabber is closed, the multicycle feature is reset.

If the grabber is being closed and the arm Up/In commands have been activated for more than 0.5 second, the packer interrupts the current cycle, returns to its fully retracted position, and then restarts the next cycle. When a cycle is interrupted and the packer has returned to the home position, there is no delay before the packer restarts the next cycle.

Interrupting a cycle prevents dumping carts directly over the packer. Piled material over the packer could damage the follower panels.

Multicycle Switch

For a description of the multicycle switch/function, see page 54.

For the location of this switch on the in-cab control panel, see Figure 3-19.

Arm Indicator (optional)

This indicator (see Figure 3-18) shows the operator which arm is currently operative and which arm is not.

- A green-lighted indicator means the arm is currently operative.
- A blue-lighted indicator means the arm is not currently operative.

NOTE: In dual Helping-Hand™ units, the RHS automated arm must be in the "home" position in order for the LHS automated arm to be operative, and vice versa.

In-Cab Packer Control Station

The EXPERT™ has a packer control station located on the in-cab control panel. Here is a description of all three buttons on the packer control station.

Stop Push-Button (red)

The Emergency Stop button (see Figure 3-23) will stop all hydraulic functions on the truck (body, tailgate, packer, etc.). By pressing the red button, the packer will stop where it is. The red button has to be manually pulled back to reactivate the hydraulic system.

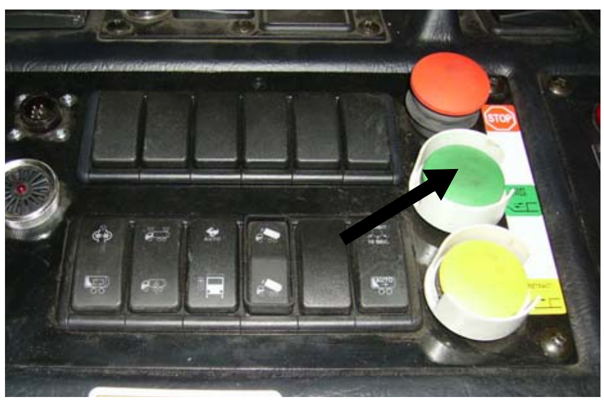
Figure 3-23 Stop push-button



Pack Push-Button (green)

The packer start cycle button activates the packer for one complete cycle. A complete cycle takes about 20 seconds at idle.

Figure 3-24 Pack push-button



Retract Push-Button (yellow)

The packer retract button (see Figure 3-25) will retract the packer at the beginning of its stroke. This control is useful when the body is full and the material prevents the packer from reaching the end of its stroke. Manual retraction of the packer is necessary to bring back the packer.

Figure 3-25 Retract push-button



Joystick Controls

Arm Joystick

The joystick is used to control the Helping-Hand™ arm of the Expert™ as well as the grabber, and it is located on the console, either near the left-hand side seat or near the right-hand side seat. In some units, two joysticks are installed in the cab, one on each side of the console.

NOTE: On units equipped with a chute, the same joystick is used to position it correctly.

The controls on the joystick are the handle, the buttons on the front, top and backside of the handle, and the deadman switch (see Figure 3-26).

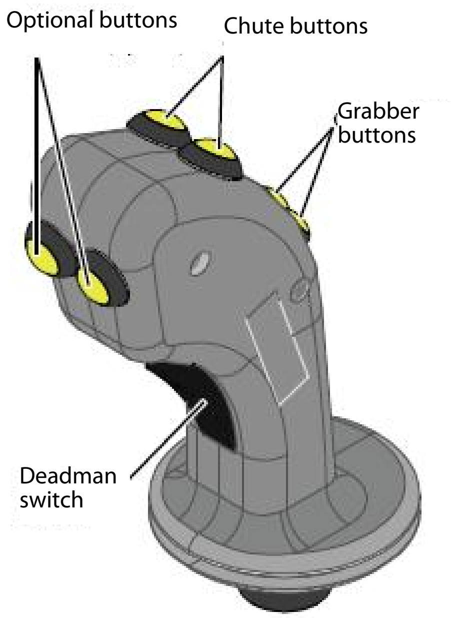
- The handle is used to control the horizontal and vertical movements of the arm's two main components.
- The backside buttons are used to control the opening and closing movement of the grabber: the right button is used to open the grabber; the left button to close the grabber.
- The top buttons are used to control the positioning of the optional chute. The right button is used to position the chute to the right; the left button to position it to the left.

NOTE: The chute is an optional piece of equipment that may come with a comingle type body.

- The buttons on the front are optional or customized optional buttons.
- The deadman switch is used as a safety device to ensure that every movement of the arm is absolutely wanted and controlled by the operator. That is, if the operator is not pressing the deadman switch while trying to move the arm with the joystick, no movement will occur. With such a safety feature, an accidental movement of the joystick will not be transmitted to the arm. Also, all buttons on the joystick are operational only if the deadman switch is depressed.

Joysticks operate at 45° and 90° angles. As a result, you can perform two functions at the same time; for example, you can move the arm and the grabber simultaneously.

Figure 3-26 Automated arm joystick

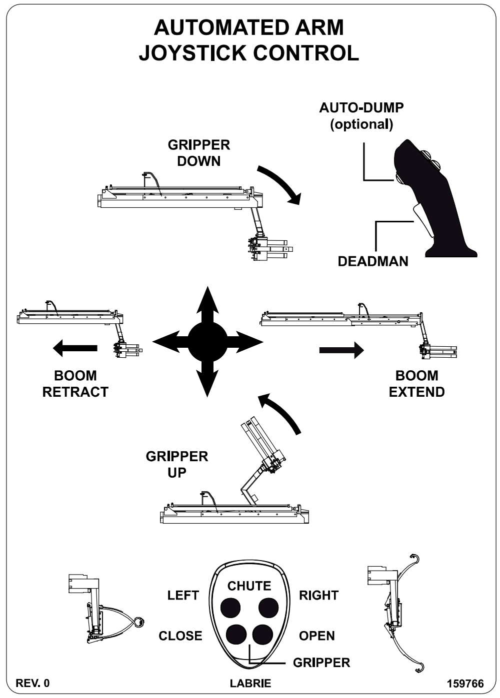


IMPORTANT: Deadman switch must be depressed to activate in/out and up/down commands.

- Shift the joystick forward at 90° toward the grabber down lettering (see Figure 3-27) to lower the grabber.
- Shift the joystick forward at 45° between the grabber down and arm extend lettering to lower the grabber and extend the arm.
- Shift the joystick toward the streetside at 90° to the arm retract lettering to retract the arm only.
- Shift the joystick backward at 45° between the grabber up and arm retract lettering to raise the grabber and retract the arm at the same time.
- Shift the joystick backward at 90° to the grabber up lettering to raise the grabber only
- Shift the joystick toward the curbside at 90° to the arm extend lettering to extend the arm only.

NOTE: In/out commands are inverted for the optional left-hand side automated arm.

Figure 3-27 Automated arm joystick control

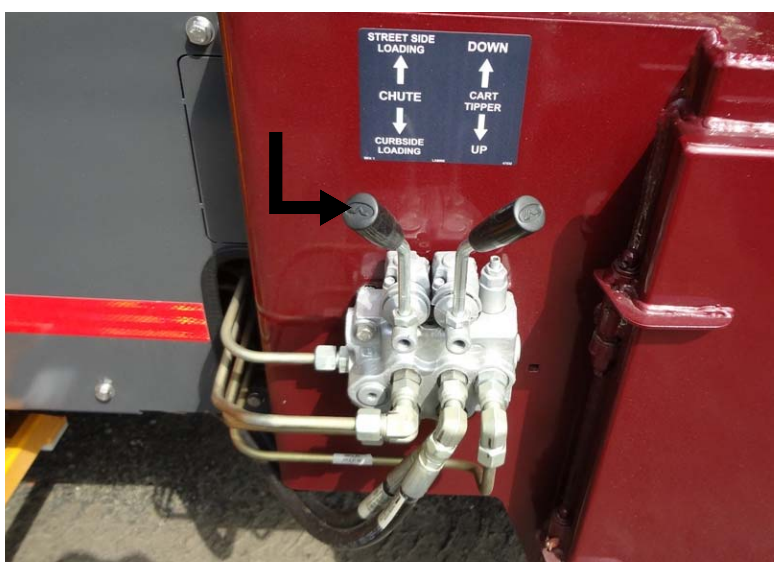


Chute Control

Installed on comingle units, the chute is used to direct refuse to one side of the hopper or the other.

On manual collection and semi-automated collection (tipper-equipped) units, the chute is controlled with a lever located on the hopper wall (see Figure 3-28).

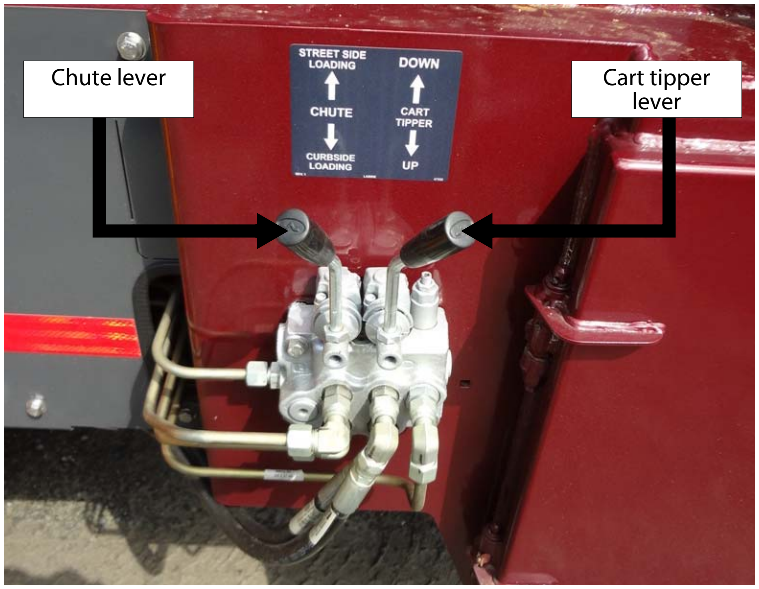
Figure 3-28 Chute control lever



On tipper- and chute-equipped units, two hydraulically control levers are provided (see Figure 3-29):

- **Left lever**: Use this lever to choose between streetside and curbside loading.
- **Right lever**: Use this lever to raise or lower cart tippers.

Figure 3-29 Dual lever valve



On units equipped with a Helping-Hand™ automated arm, the chute can be operated via two sets of controls:

In-cab arm joystick: Press the appropriate button on top of the joystick to tilt the chute on either side of the hopper (see Figure 3-26).

Right-hand side control station: Press the appropriate push-button for streetside or curbside loading (see Figure 3-30).

Figure 3-30 Right-hand side control station



NOTE: If the unit is equipped with a Helping-Hand™ automated arm and a chute but the chute is not fully tilted to either side of the hopper, the Helping-Hand™ automated arm will stop half-way up to prevent the chute from being damaged by the arm.

Caution! If the unit is equipped with a crusher panel and a chute, make sure the chute is fully tilted to either side of the hopper before using the crusher panel. Failure to do so could damage the chute and/or the crusher panel.

Cab Dashboard

The following is a description of the controls and buttons found on the dashboard.

Parking Brake

The parking brake must be used every time the EXPERT™ is stopped on idle position other than at regular traffic stops (see Figure 3-31).

Figure 3-31 Parking brake button



Arm Extended Warning Lights

There are two arm extended warning lights on the dashboard. When they are flashing, they indicate that the arm is extended. Do not move the vehicle in such a situation. Completely retract the arm until these lights stop flashing before moving the vehicle.

Figure 3-32 Arm extended warning lights



Warning!

Never drive this vehicle if the automated arm is not parked alongside the truck or inside the hopper. Failure to retract the arm completely could result in unit and/or property damage, personal injury or even death. Arm Extended warning lights (see above illustration) flash when the arm is extended and stop flashing when it is retracted completely.

4

Before Going on the Road

Before going on the road, you must perform certain actions that will ensure your safety, comfort, and efficiency, as well as general safety on and around the vehicle.

Warning! Always read and understand the *Operator's Manual* before operating the unit.

Daily Inspection

You must complete the daily inspection before starting the vehicle. It is your responsibility to report any malfunctions or concerns to your supervisor and/or maintenance personnel.

Approaching the Vehicle

As you approach the vehicle, look for any foreign object lying around or under it. Check the surroundings for people, other vehicles, and overhead obstructions. Ensure that the vehicle is in an area where you will have all the clearance required to perform the complete start-of-the-day inspection.

Visual Inspection

Before starting the vehicle, the operator MUST perform a visual inspection of the truck. Make sure the engine is not running and the parking brake is set.

NOTE: Some of the items mentioned in this manual are optional and may not be found on your EXPERT™.

As part of the visual inspection, you must:

- Ensure the cleanliness of lamps, safety decals, camera lenses, mirrors, windows, and the vehicle in general.

- Ensure that safety equipment is available on board (i.e. fire extinguisher, first aid kit).
- Ensure there is no structural damage.
- Ensure that there is no unusual wear, distortion, cracking, leaning, leaking on the vehicle.
- Ensure that hydraulic oil level (sight gauge on tank) is as recommended (cylinders must be collapsed).
- Ensure that the hydraulic cylinders do not leak, and ensure mounting pins are secure.
- Ensure the hydraulic tank shut off valve is fully open.
- Ensure there is no mechanical problem: structure, rollers, hinges, door locks, wear items, etc. Report any defective system to maintenance personnel.
- Ensure there are no leaks, cracks or other types of problems on the frame area, fuel tank, hydraulic tank, air tanks (air tanks must be drained every day), cleaning trap and wheels.
- Ensure the tailgate is fully closed, and BOTH tailgate safety pins are in place.

Once the visual inspection is over, you must start the engine to check if the systems are working properly.

Starting the Vehicle

To start the EXPERT™:

1. Before starting the engine, check the following items:
   - 1 a. Transmission shifter is on neutral.
   - 1 b. Parking brake is on (see *Parking Brake* on page 77).
   - 1 c. Hydraulic system is off (see *Pump Switch* on page 67).
2. Start the vehicle as stated in the chassis manufacturer's manual.
3. Switch **ON** the pump to engage the hydraulic system (see *Pump Switch* on page 67).

   Air pressure has to be at a minimum of 70 PSI.
4. Turn on all light switches.
5. If required, move the truck to an appropriate area to perform the daily inspection.
6. Report any defective system to the maintenance personnel.

Body Inspection Procedure

Exit the cab to continue your inspection. Bring a rag along to clean all accessible lights, stickers, camera lenses, etc. Check for mechanical problems: rollers, hinges, door-locking mechanisms, wear items, etc. Report any defective system to the maintenance personnel.

NOTE: Some of the items mentioned in this manual are optional and may not be found on your EXPERT™.

As part of the body inspection procedure, do the following:

1. Activate the packer for a full cycle.

2. Check the automated arm operation.

Danger! Do not stand directly in the path of the arm while performing the inspection.

3. Check if the tailgate safety pins are in place. Put them in place to lock the tailgate properly.
4. As you walk along the side of the truck, clean all safety decals.
5. Check the frame area, fuel tank and air tanks (air tanks must be drained every day), cleaning traps and wheels for leaks, cracks or other types of problems.
6. At the front end, check lights and mirrors.
7. Go around and check lights, clean camera lenses, stickers, lights, etc.
8. Check for hydraulic leaks.

Arm Inspection Procedure

On a daily basis, perform a visual inspection of the arm, looking for leaks, cracks or premature wear of the moving parts. Refer to the Lubrication section of the *Maintenance Manual* for detailed greasing points.

Figure 4-1 Automated arm



Danger! Do not stand directly in the path of the arm while performing the inspection.

Warning! Apply the lockout/tagout procedure at all times. See *Locking Out and Tagging Out the Vehicle* on page 135.

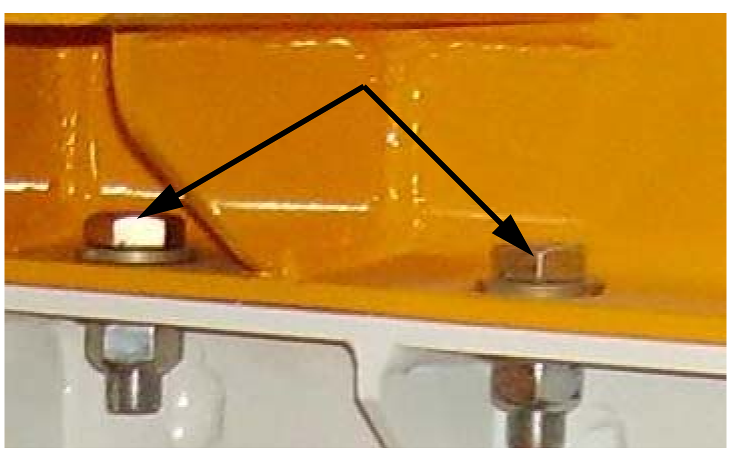
Apply the following inspection procedure:

1. Make sure to park the vehicle on safe level ground.
2. Ensure that the parking brake is set.
3. Start the engine and engage the hydraulic pump (see Figure 3-19).
4. Fully extend the arm.

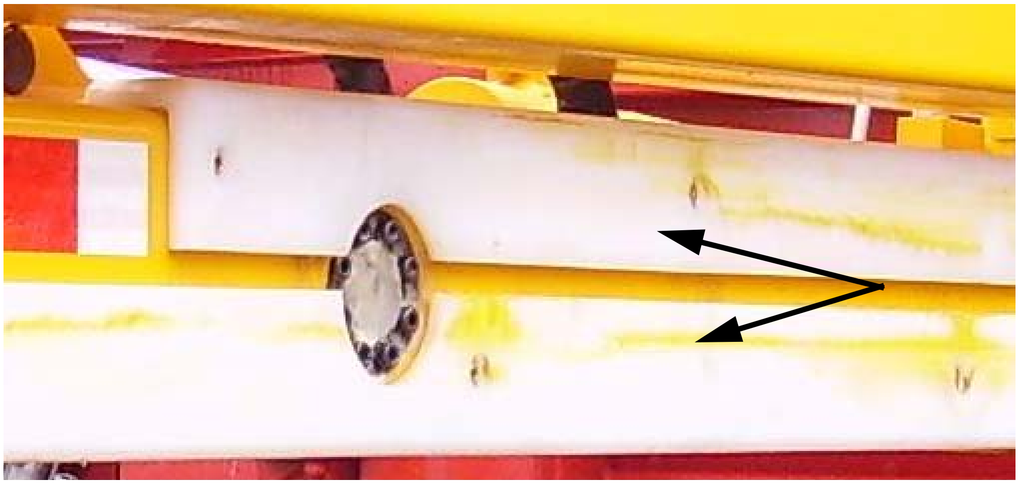
Figure 4-2 Extended arm



5. Turn off the hydraulic pump and the engine.
6. Lock out and tag out the vehicle (see *Locking Out and Tagging Out the Vehicle* on page 135).
7. Perform a visual inspection of the following items:
   - Mounting bolts;



- Plastic gliders;



- Grabber;



- Hoses and connections;

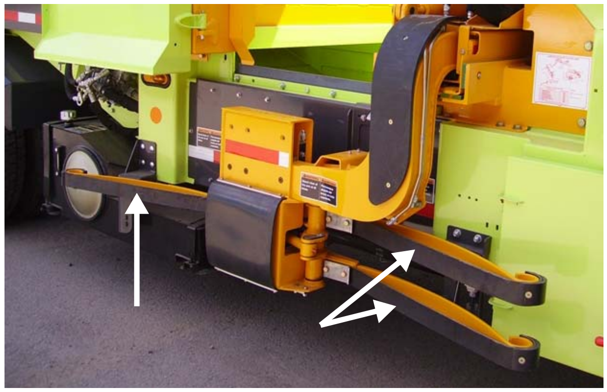




- Cylinders.

8. Check for loose nuts and bolts.
9. Check grabber rubber pads for cracks, wear, or damage.

Figure 4-3 Rubber pads



10. Check limit switches. Refer to the *Maintenance Manual* for more details.

Figure 4-4 Grabber limit switch



Figure 4-5 Mid-height limit switch (left), parked limit switch (right)





11. Repeat this procedure if the truck is equipped with the optional left-hand side Helping-Hand™ arm.

Inspecting Right-Hand Side Driving Controls

NOTE: This section applies *only* to cabs modified by Labrie Enviroquip Group. If your cab has not been modified by Labrie Enviroquip Group, please refer to your cab manufacturer's recommendations.

Enter the right-hand side cab extension and operate the right-hand side driving controls. Report any defective system to maintenance personnel.

To inspect the driving controls:

1. Turn the steering wheel left and right as you slowly move the vehicle forward.
2. Move forward and stop the vehicle by applying the foot brake.
3. Engage the parking brake and try to get the vehicle moving by throttling up with the right-hand side accelerator pedal.
4. Throttle down to idle, step on the foot brake and disengage the parking brake.
5. Apply the temporary handbrake (if equipped) and try to get the vehicle moving by throttling up with the right-hand side accelerator pedal.
6. Apply the parking brake.

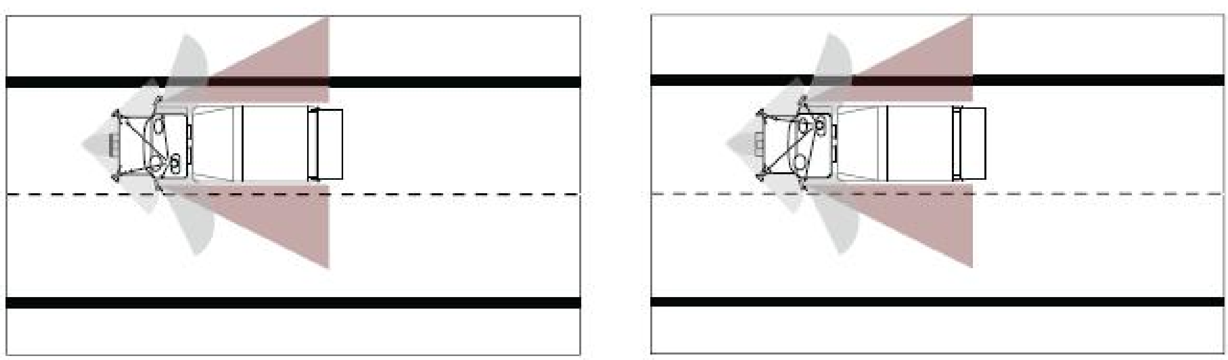
   You *must* follow an inspection sheet that your employer will give you. If the employer does not have any, ask his permission to use the inspection sheet on page 88.

Adjusting Mirrors

Every time you use the EXPERT™, you must adjust the mirrors to make sure that you have all-around visibility from either driving position.

The following diagrams show the ideal mirror adjustments for both driving positions.

Figure 4-6 Mirror adjustment from left and right driving positions



Setting the Floor Riser

NOTE: This section applies only to cabs modified by Labrie Enviroquip Group. If your cab has not been modified by Labrie Enviroquip Group, please refer to your cab manufacturer's recommendations.

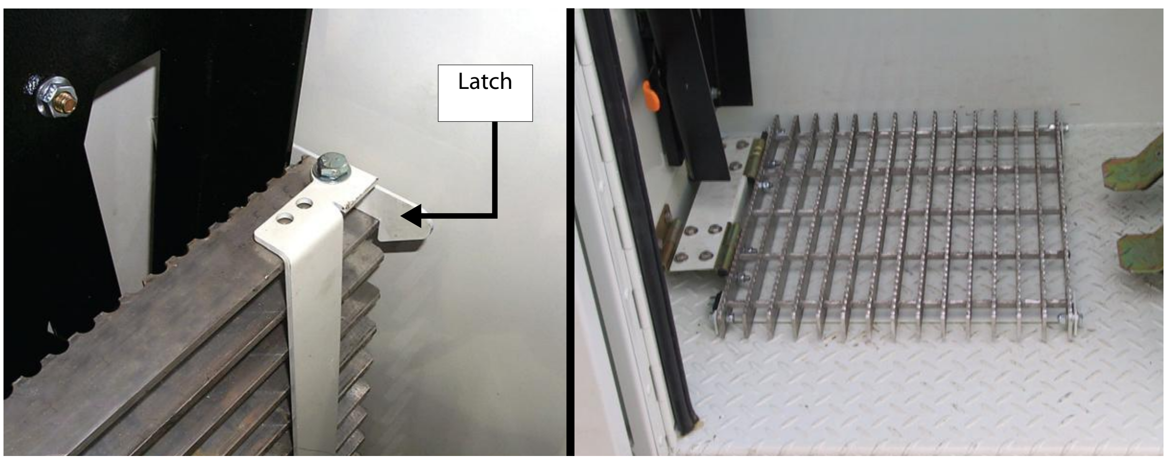
In the EXPERT™, the right-hand side driving position can be equipped with a height-adjustable floor riser. This riser makes your stand-up driving more efficient by giving you a better field of view, a more comfortable driving position, and a safer non-slippery surface to stand on. Also, its grid pattern allows drainage of any type of mud or snow that can be stuck under your boots.

Labrie recommends the use of this aluminum platform in its horizontal position at all times when driving from the right-hand side.

To set the floor riser:

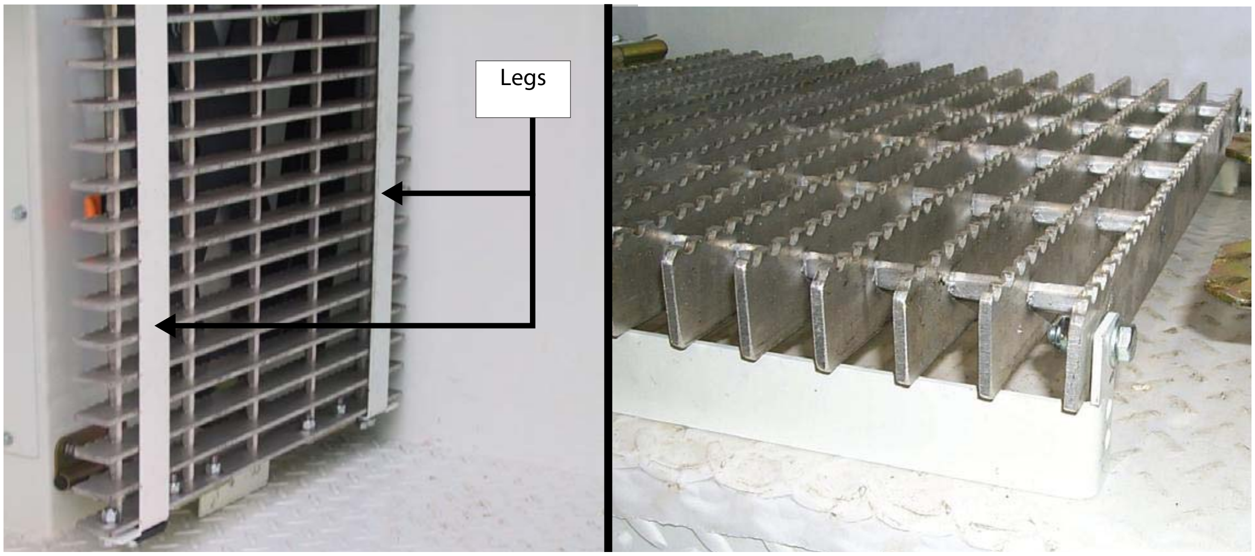
1. With the floor riser in vertical position, release the latch and pull down the floor riser to its horizontal position (see Figure 4-7).

Figure 4-7 Floor riser in vertical position (left), in horizontal position (right)



2. *If you need the extra height,* hold the riser with one hand before pulling it down and, with the other hand, extend the legs.

Figure 4-8 Floor riser legs in collapsed (top) and extended (bottom) position



To put the floor riser back in its vertical position, simply reverse the previous procedure.

Inspection Sheet

The following is an example of an inspection sheet. The operator MUST follow the inspection sheet provided by his employer. If the employer does not have any, ask for his permission before using this example sheet.

VEHICLE CONDITION REPORT

Date: ________________ Unit: ______________________________
Driver: ____________________ Demo: ______________________
Engine Hrs in: _______________ Engine Hrs out: _________________
Mileage in: ________________ Mileage out: ____________________
Start Time: ____________________________ Finish Time: ____________________________

FLUID LEVELS

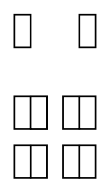
PRE	POST		Amount Added	PRE	POST		Amount Added
☐	☐	Engine Oil	Qt. _______	☐	☐	Fuel	Gal. ________
☐	☐	Hydraulic Oil	Qt. _______	☐	☐	Transmission	Qt. _________
☐	☐	Coolant	Qt. _______	☐	☐	Water	Qt. _________

CAB INSPECTIONS

If items need repair, check below and describe.

PRE	POST		PRE	POST	
☐	☐	All gages/gage lights	☐	☐	Cab horn
☐	☐	Low oil pressure	☐	☐	Exterior back-up horn
☐	☐	Low oil warning light/buzzer	☐	☐	Windshield cracks
☐	☐	Seat and seat belt	☐	☐	Windshield wipers
☐	☐	Clutch free play (Juggler)	☐	☐	Heat/Defrost
☐	☐	License/registration papers	☐	☐	Reflective triangles
☐	☐	Service brakes adjusted	☐	☐	Steering play
☐	☐	Parking brakes operational	☐	☐	Radio
☐	☐	Low air warning light/buzzer	☐	☐	Camera
☐	☐	Air compressor adequate			

TIRES
Indicate any defects.



VISUAL BODY WALK-AROUND

PRE	POST		PRE	POST		PRE	POST	
☐	☐	Battery disconnect	☐	☐	Electrical wiring	☐	☐	Compactor working
☐	☐	Body damage	☐	☐	Fire Extinguisher	☐	☐	Hydraulic leaks
☐	☐	Cab damage	☐	☐	Fuel tank/lines	☐	☐	Hydraulic pressure
☐	☐	Air lines	☐	☐	Exhaust	☐	☐	Hydraulic hoses
☐	☐	Air compressor	☐	☐	Engine	☐	☐	Wheel/Rims
☐	☐	Air dryer	☐	☐	Starter	☐	☐	Seals
☐	☐	Head lights	☐	☐	Turn signal	☐	☐	Transmission
☐	☐	Marker lights	☐	☐	Camera	☐	☐	Mirrors
☐	☐	Brake lights	☐	☐	Cable/Hooks	☐	☐	Radiator
☐	☐	Suspension	☐	☐	Arm	☐	☐	Safety devices
☐	☐	Hopper clean	☐	☐	Body clean	☐	☐	Safety decals
☐	☐	Tailgate	☐	☐	Packer	☐	☐	Cart tipper
☐	☐	Safety Interlock switches						

PRE	POST	
☐	☐	No Defects – Vehicle Condition Satisfactory

DEFECT DESCRIPTION

____
____
____
____

☐ Above defects corrected
☐ Above defects need not be corrected for the safe operation of vehicule.

Mechanic's Comments :

______________________________ ____________
DRIVER'S SIGNATURE **DATE**

______________________________ ____________
DISTRIBUTOR SIGNATURE **DATE**

______________________________ ____________
DRIVER'S REVIEW SIGNATURE **DATE**

5

Driving the Vehicle

NOTE: This section applies only to cabs modified by Labrie Enviroquip Group. If your cab has not been modified by Labrie Enviroquip Group, please refer to your cab manufacturer's recommendations.

The EXPERT™ drives like any other vehicle, but for a few specifications that are explained in the following pages.

Basically, you have to understand:

- how to change the driving position, and
- the specifics of the braking system

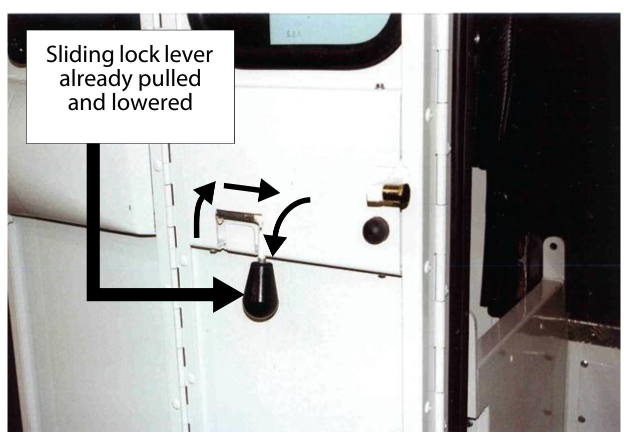
Operating Right-Hand Side Door

The EXPERT™ can be equipped with a cab extension that allows you to drive from the right-hand side. The door of the cab extension is foldable, allowing you to drive with the door open.

To lock open the door:

1. Unlock and open the door.
2. Lift, pull, and lower the sliding lock lever on the inside door panel (see Figure 5-1).

Figure 5-1 Opening the cab extension door



3. Push near the hinges to fold the door in two.
4. Lock the two door panels together.

Figure 5-2 Properly folded and locked door

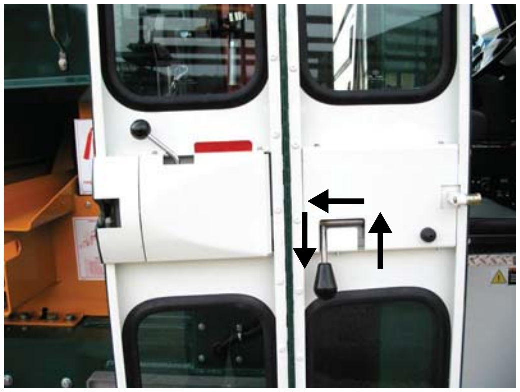


5. Lock the folded door behind.

To close the door:

1. Release the lock latch located inside the cab.
   The door unlocks on the outside.
2. Lift, push and lower the sliding lock lever on the inside door panel.

Figure 5-3 Closing cab extension door



3. Close and lock the door.

Changing Driving Position

Labrie Enviroquip Group recommends driving the EXPERT™ from the left-hand side driving position all the times, except when collecting refuse door-to-door. When you collect refuse door-to-door, you can use the right-hand side driving position, which makes the stop-and-go collection procedure more efficient.

Warning! When this vehicle is driven from the right-hand side position, the maximum legal speed limit is 32 km/h (20 mph).

There are several safety issues involved when changing driving positions. Labrie Enviroquip Group recommends the following procedure.

To change the driving position:

1. Stop the vehicle and apply the parking brake.
2. Turn off the hydraulic pump (see *Pump Switch* on page 67).
3. Move to the desired driving position (left or right).
4. Place the OPERATING POSITION switch to the desired position (left or right).

Figure 5-4 OPERATING POSITION switch



5. If moving to the right-hand side, remove the pedal cover.
6. Adjust the mirrors to ensure an adequate field of view from the selected driving position.

   For more information, see *Adjusting Mirrors* on page 85.
7. Start the engine.
8. Turn on the hydraulic pump (see *Pump Switch* on page 67).

Braking

Always stop the vehicle using the foot brake. A medium pressure on the foot brake is normally enough to stop the vehicle. To prevent wear on the brake components, rear axle and wheels, use the foot brake to full capacity only when traffic conditions dictate.

Before leaving the vehicle, apply either the temporary handbrake (for short stops) or the parking brake (for longer stops). For additional safety, if the vehicle is on a slope, or if you are about to go farther than ten feet away from it, engage both brake systems.

IMPORTANT: Do not leave the vehicle until it has come to a complete stop and the temporary handbrake or parking brake has been applied.

Operating the Temporary Handbrake

The temporary handbrake is mainly used for stops of short duration during which the operator works no farther than ten feet away from the EXPERT™, such as when collecting refuse from door to door.

The temporary handbrake is a toggle switch located near the right-hand side door. It operates the vehicle service brake by setting the temporary brake on or off and shifting the transmission into Neutral or Drive[1]. It must be applied only after you have used the foot brake to bring the vehicle to a complete stop.

Figure 5-5 TEMPORARY HANDBRAKE switch



Using the Auto-Neutral Feature

To work more efficiently, the hydraulic functions on the EXPERT™ often require as much hydraulic power as can be made available to them. Normally, this is achieved by setting the transmission in neutral, thus removing the engine from the hydraulic system[2]. Therefore, you need to put the

1. **Depending on whether or not the auto-neutral system is switched on or off. For more information, see *Using the Auto-Neutral Feature* on this page.**
2. **Depending on the EXPERT™ model, this feature may also allow you to increase engine speed to further maximize engine power.**

transmission in neutral to maximize hydraulic power when you stop the vehicle to collect refuse. When you do this, the transmission disengages, thus increasing the available hydraulic power and the efficiency of all hydraulic functions.

The auto-neutral feature allows you to automatically shift from Drive to Neutral and back to Drive. It is designed to automatically engage and disengage the transmission every time you stop the vehicle to collect refuse.

Danger! The auto-neutral feature does not allow you to leave the vehicle under any circumstances if the transmission is in Drive. Leaving the vehicle when the transmission is in Drive may result in out-of-control situations.

To use the auto-neutral feature:

1. On the control panel, turn on the auto-neutral switch (See *Multiplex Switch Actuators (1)* on page 65).

   The switch will turn green.
2. Step on the foot brake pedal to fully stop the EXPERT™ (see Figure 5-6).
3. Put the TEMPORARY HANDBRAKE switch to **ON** (see Figure 5-5).

   The transmission shifts to Neutral.

Danger! If you do not put the TEMPORARY HANDBRAKE switch to ON, the transmission remains in Drive and the EXPERT™ will drive away on its own as soon as you release the brake pedal to get off the vehicle.

Figure 5-6 Foot brake pedal



4. Get out of the cab and collect the refuse.
5. Get back in the cab and step on the foot brake pedal.
6. Put the TEMPORARY HANDBRAKE switch to **OFF.**

   The transmission shifts to Drive. At this point, you can safely drive away.

6

Collecting Refuse

Once you have finished the start-of-the-day inspection and made sure that your EXPERT™ is ready for a work day, you can drive to the loading area to start collecting refuse.

Depending on your EXPERT™ features, you can collect refuse automatically (with a Helping Hand™ lifting arm), semi-automatically (with a cart tipper), or manually.

NOTE: The lowered hopper section in *all* EXPERT™ vehicles allows for manual collection, regardless of configuration.

NOTE: The EXPERT™ unit is mounted on various truck chassis. Some of the following information is general information which covers the operation of all equipment of our manufacturer. For operating and servicing information that specifically relates to the truck chassis, you should refer to the manual provided by the truck chassis manufacturer.

IMPORTANT: Prior to operating your EXPERT™ unit, ensure that you have been provided with the proper training related to the safe operation of the vehicle. As an operator, you must be familiar with the location, operation and function of all controls and warning indicators provided and adhere to all safety rules and procedures.

NOTE: Some controls are considered optional equipment and therefore may not be installed on your vehicle.

Ensure that all malfunctions or concerns are reported to your supervisor and/or maintenance department.

Prior to starting your route, consult with your supervisor for specific driving rules.

Remember to obey all speed restrictions and road regulations.

Warning! Improper use of the truck, including the packer and the lifting arm, can result in serious injury.

All persons operating the EXPERT™ must have the proper state/province issued license to drive the chassis that the EXPERT™ is mounted to, which includes certification to operate vehicles equipped with air brakes.

Collecting Refuse with a HELPING HAND™ Automated Arm

Caution! When using the lifting arm, double-check mirrors and surroundings for extra safety. Always ensure total clearance around the vehicle.

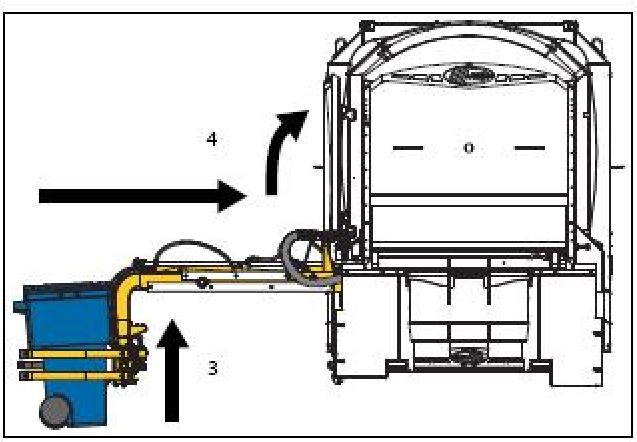
To collect refuse using the HELPING HAND™:

1. Align the lifting arm on the vehicle with the roller cart that you intend to pick up.

NOTE: To perform any action or movement of the lifting arm, remember to always press and hold the deadman switch (see Figure 3-26).

2. Extend the lifting arm to reach the roller cart, closing the grabber just enough to avoid slamming on adjacent carts.
3. Grab the roller cart with the grabber and raise it about two feet from the ground (see Figure 6-1).

Figure 6-1 EXPERT™ automated collection



4. Fully retract the lifting arm and raise it until the cart tips into the hopper, emptying its content (see Figure 6-1).
5. Lower back the cart to about two feet above the ground.
6. Extend and lower the lifting arm to place the cart back to where it was.
7. Open the grabber to release the cart.
8. Fully retract the arm and park the grabber open alongside the vehicle (for door-to-door waste collection only).

Danger!



Never drive the EXPERT™ with the lifting arm extended and/or the grabber closed and popping out.

The lifting arm *must* be parked in the hopper when driving over a long distance.

NOTE: For proper operation of the lifting arm with the joystick, see Figure 3-27.

Collecting Refuse with a Cart Tipper

NOTE: The following procedure relates to the use of the Auto-Neutral feature and the temporary handbrake. This applies only to cabs modified by Labrie Enviroquip Group. If your cab has not been modified by Labrie Enviroquip Group, please refer to your cab manufacturer's recommendations.

To collect refuse using the cart tipper:

1. Make sure that the Auto-Neutral switch on the control panel is activated (see *Multiplex Switch Actuators (1)* on page 65).

   The switch should be green-lighted.
2. Step on the foot brake pedal to fully stop the EXPERT™ near the cart that you want to collect.

Figure 6-2 Foot brake pedal



3. Put the Temporary Handbrake switch to **ON.**

   The transmission shifts to Neutral.

Figure 6-3 Temporary Handbrake switch



Danger! If you do not put the Temporary Handbrake switch to **On,** the transmission remains in Drive and the Expert™ will drive away on its own as soon as you release the brake pedal to get off the vehicle. This will result in serious injury or death.

4. Get off the vehicle, roll the cart to the tipper in a way that it can be picked up.
5. Push the cart tipper lever towards the vehicle until the tipper is in horizontal position.

Figure 6-4 Cart tipper in closed position



6. Place the cart on the tipper and push the control lever down to dump the cart's content into the hopper.

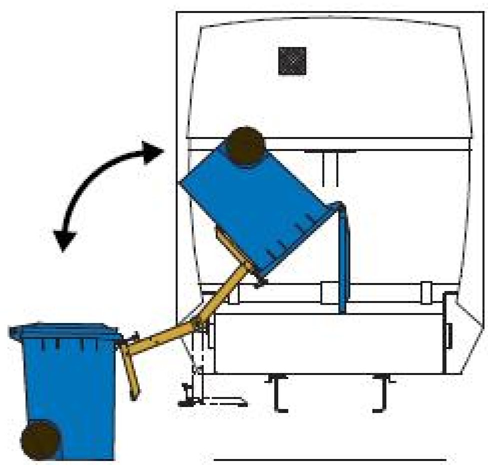
Figure 6-5 Cart tipper control lever



7. Once the cart is empty, bring the cart down by pulling the tipper lever.

NOTE: On some units, tipper controls are inverted upon request by the customer.

Figure 6-6 Cart tipper operation



8. Put the cart back to its original position and completely close the tipper (see Figure 6-4).
9. Get back in the cab, step on the foot brake pedal, and put the TEMPORARY HANDBRAKE switch to **OFF.**

   The transmission shifts to Drive; you can now safely move to the next pick-up location.

Collecting Refuse Manually

NOTE: The following procedure relates to the use of the Auto-Neutral feature and the temporary handbrake. This applies only to cabs modified by Labrie Enviroquip Group. If your cab has not been modified by Labrie Enviroquip Group, please refer to your cab manufacturer's recommendations.

To collect refuse manually:

1. On the control panel, turn on the Auto-Neutral switch (see *Multiplex Switch Actuators (1)* on page 65).

   The switch should turn from blue to green.

NOTE: The Auto-Neutral feature comes with a Labrie modified cab. If your unit has this feature installed, you will see an Auto-Neutral switch mounted on the in-cab control panel.

2. Step on the foot brake pedal to fully stop the EXPERT™ near the refuse that you want to collect.

Figure 6-7 Foot brake pedal



3. Put the TEMPORARY HANDBRAKE switch to **ON.**

   The transmission shifts to Neutral.

Figure 6-8 TEMPORARY HANDBRAKE switch



Danger! If you do not put the TEMPORARY HANDBRAKE switch to **ON,** the transmission remains in Drive and the EXPERT™ will drive away on its own as soon as you release the brake pedal to get off the vehicle. This will result in serious injury or death.

4. Get out of the cab and collect the refuse.
5. Get back in the cab, step on the foot brake pedal, and put the TEMPORARY HANDBRAKE switch to **OFF.**

   The transmission shifts to Drive; you can now safely move to the next pick-up location.

7

Operating the Body

In the EXPERT™, the body, where all refuse is collected, is based on a complex hydraulic system functioning mainly by means of a hydraulic pump. The following pages will explain how to activate the hydraulic pump, manage the hydraulic power, and operate all body functions (crusher, packer, etc.).

Activating the Hydraulic Pump

IMPORTANT: The pump can only be activated once the engine speed is lower than 900 RPM and air pressure is at least 70 PSI. Increase the engine speed only after engaging the hydraulic system.

To activate the hydraulic system in the EXPERT™, press the blue-lighted Pump switch on the control panel (see Figure 7-1). This switch will then turn green, indicating that the hydraulic system is activated.

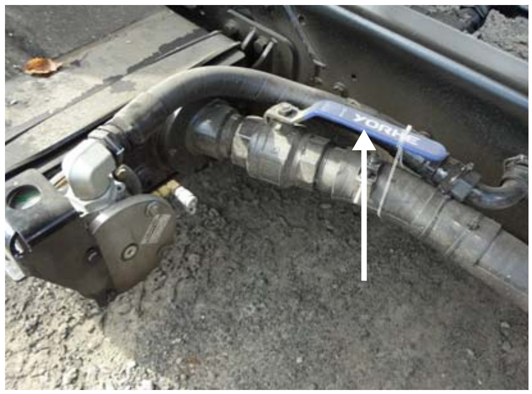
NOTE: A switch that is blue-lighted indicates that the corresponding function is not activated, while a green-lighted switch indicates that the corresponding function is activated.

Figure 7-1 Pump switch



Caution! When turning the hydraulic pump on/off, always make sure that the ball valve on the hydraulic tank is open. Since the pump is always running along with the engine, it will be seriously damaged or even destroyed if no oil is fed into it.

Figure 7-2 Ball valve



Caution! When a major leak in the hydraulic system occurs, shut down the engine and close the ball valve on the hydraulic tank. If the vehicle has to be taken somewhere else, call for towing and do not restart the engine. Report the problem to maintenance staff. If the vehicle is towed, the hydraulic pump driveshaft must be removed.

Controlling Engine Speed

The EXPERT™ is equipped with an engine speed (rpm; *revolutions per minute*) control system that consists of predetermined increments or decrements of the engine speed, depending on the results that you want.

Increasing engine speed achieves faster operation of hydraulic systems such as packing and body hoisting, while decreasing it reduces the level of noise caused by the vehicle while in operation.

NOTE: Increasing or decreasing engine speed affects fuel consumption. Use this feature wisely.

The engine speed controls that exist in the EXPERT™ are the following (see Figure 7-3):

- the speed-up switch, and
- the packer automatic speed-up

Figure 7-3   Speed-up controls



IMPORTANT: The throttle pedal is an element that can directly affect engine speed, but must not be used to control any body moving parts. Rather, it should be used for regular driving purposes as with any other normal vehicle.

Increasing Engine Speed

To increase engine speed, turn on the speed-up switch on the console panel, or, on the outside packer control station, rotate the corresponding button to the right. This will increase engine speed to a predetermined value (usually 900 RPM, 1200 RPM, or 1500 RPM), thus allowing for faster operation of hydraulic moving parts.

This feature is effective under the following conditions:

- the control station is properly selected
- the transmission is in neutral

Figure 7-4   Speed-up switch/button: on the console panel (left); on the control station (right)



Selecting a Packer Control Station

All EXPERT™ units come with a packer control station located inside the cab, and another located on the right-hand side of the body. An optional outside packer control station may also be installed on the left-hand side of the body, near the hopper.

NOTE: Most body operations can be performed using either the in-cab or outside control stations.

To activate the packer control station that you need, use the Packer Control Selector switch located on the control panel (see Figure 7-5). With this switch, you can choose to activate the in-cab packer control station, the right-hand side control station or the left-hand side control station (if installed). Only one control station can be active at a time.

NOTE: All red Stop buttons (or Emergency buttons) are operational no matter which packer control station is active.

Figure 7-5 Packer control selector switch



Control station activation procedure:

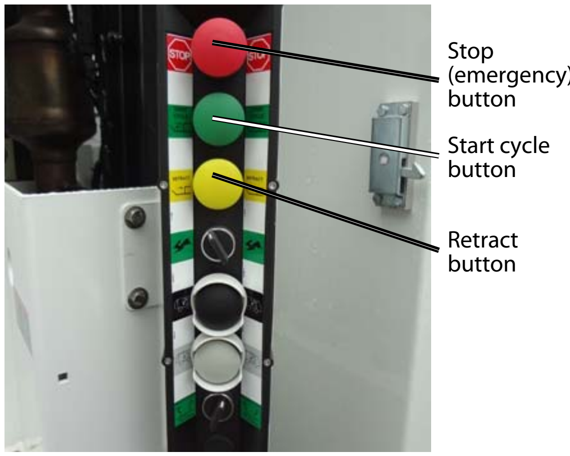
- To activate the left-hand side control station (if installed), press the top of the switch.
- To activate the right-hand side control station, press the bottom of the switch.
- To activate the in-cab control station, turn off the outside control station (in units with one control station) or the one that is currently activated (in units with two control stations).

NOTE: A switch that is blue-lighted indicates that the corresponding function is not activated, while a green-lighted switch indicates that the corresponding function is activated. A switch that is neither blue-lighted nor green-lighted indicates that the corresponding function is not available.

Packer Control Station

The packer control station, located outside the cab near the hopper, allows you to control most packer functions.

Figure 7-6 Packer control station



Stopping all Hydraulic Functions Instantly

If an emergency situation arises in the hopper, in the body, or while unloading the body, press the red STOP button to stop all body hydraulic functions instantly.

Figure 7-7 STOP (emergency) button (red)



Pulling the STOP button will restore all hydraulic functions.

Crushing Refuse in the Hopper

NOTE: For units equipped with a crusher panel.

Once you have collected a certain amount of refuse in the hopper (particularly large objects), you can use the crusher panel to crush this refuse directly in the hopper before packing it in the body itself.

Danger! Never attempt to reach inside the hopper area when the crusher panel or the packer is in motion. Severe injury or death may occur.

To crush refuse in the hopper:

1. If need be, make sure the lifting arm is out of the hopper area and that the packer is completely retracted.
2. On the in-cab control panel, press the bottom of the crusher panel switch (see *Multiplex Switch Actuators (1)* on page 65 for an illustration of this switch).

   The crusher panel can also be operated from the outside control station. Select the Crusher Panel Down button to lower the crusher panel (see Figure 7-8).

NOTE: The crusher panel can only be lowered when the packer is completely retracted to its "home" position.

Figure 7-8 Crusher panel control buttons



3. Once the refuse is crushed in the hopper, press the top of the crusher panel switch on the in-cab control panel (see *Multiplex Switch Actuators (1)* on page 65 for an illustration of this switch).

On the outside control station, select the Crusher Panel Up button to raise the crusher panel (see Figure 7-8).

Packing Refuse into the Body

Danger! Never attempt to reach inside the hopper area when the packer is in motion. Severe injury or death will occur.

Once you have collected refuse in the hopper, you have to pack it into the body to leave room in the hopper for more refuse.

To pack refuse from the hopper into the body, press the green Start Cycle button (on the in-cab control panel or on the outside packer control station).

The packer panel starts pushing the content of the hopper into the body and, when fully extended, comes back to its starting position. This is called a full packing cycle.

Figure 7-9 Start cycle button: on the control panel (left), on the packer control station (right)



A very efficient way of collecting refuse is to pack “on the go”. To do so, simply press the green button while moving the vehicle to the next collection point. The hydraulic pump will turn at the engine speed and allow the packer to cycle while the vehicle is moving. Not only is this more effective, but it also helps avoiding compressed lines of refuse, and having to break the load. For more information on breaking loads, see *Breaking Loads* (see *Breaking Loads* on page 111).

Performing More than One Packing Cycle Consecutively

If the Multicycle switch on the in-cab control panel or on the outside packer control station is on (see Figure 7-10), pressing the green button activates the packer panel for a programmed number of cycles (three by default).

Figure 7-10 Multicycle control switch: on the in-cab control panel (left), on the packer control station (right)





NOTE: If you set the switch to OFF *during* a multicycle packing operation, the packer will finish the cycle in progress, but then stop instead of continuing with the remaining programmed cycles.

You can change that default value to more or less than three full cycles (but only up to eight full cycles). For more information on this, see *Multicycle* on page 52. The multiplexed system makes changing the number of cycles that are performed by the packer panel very easy.

IMPORTANT: Before changing that number, make sure the engine is started, the hydraulic pump is engaged and the parking brake is set.

Once the new setting is entered into the system and tested, switch off the hydraulic pump and turn off the engine.

Packing Refuse Automatically

Your EXPERT™ allows you to start a packing cycle *during* the collection process, making your job more efficient.

To do so, simply press the Auto-packing switch on the in-cab control panel.

Figure 7-11 Auto-packing switch



NOTE: A switch that is blue-lighted indicates that the corresponding function is not activated, while a green-lighted switch indicates that the corresponding function is activated.

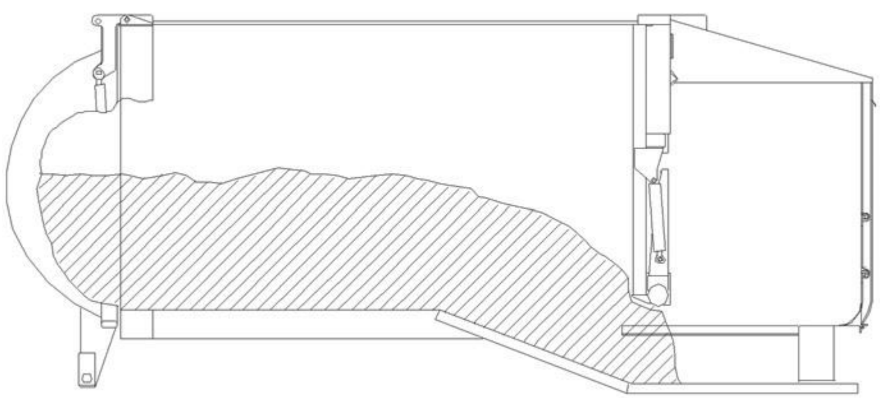
The packer will automatically start its cycle approximately 4 seconds after you closed the grabber on the cart. This delay is long enough for the lifting arm to reach the hopper and dump the cart *before* the packer actually starts to pack.

In multicycle mode (see *Performing More than One Packing Cycle Consecutively* on page 109), the packer performs its cycles until you close the grabber on the cart. If you close the grabber while a cycle is in progress, the packer stops its current cycle, returns to its home position, and then restarts the next cycle as refuse is dumped. The 4-second delay applies only if the packer is in its home position when you close the grabber.

Breaking Loads

At times, during collection, it may seem like no more refuse can be packed inside the body, yet you can not see the load through the observation windows. This situation is caused by a line of refuse “compressed” between the tailgate and the packer panel. To get rid of that compressed line of refuse, you have to “break the load”.

Figure 7-12 Early jamming of packer panel



To break the load:

1. Press the green button to start a packing cycle.
2. When the packer panel jams (before reaching the Completely Extend proximity switch), press the yellow button to retract it.

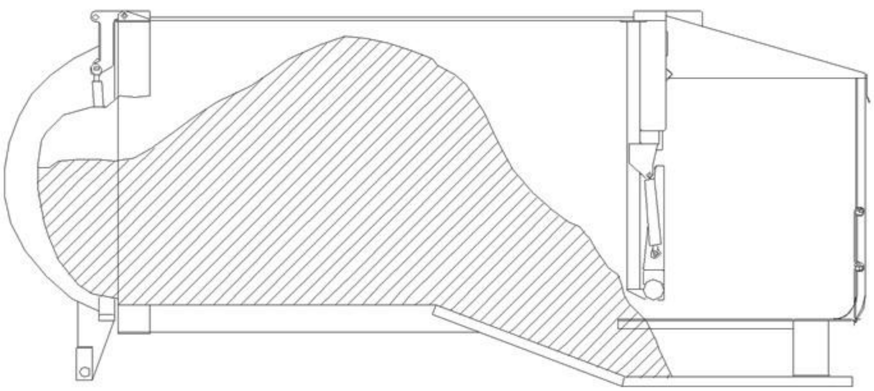
Figure 7-13 Retract button (yellow)



3. Repeat the previous steps until you successfully break the load.

NOTE: You should try and put as much hard refuse in front of the packer panel as possible. You may also use the crusher panel, if installed, to prevent the refuse from popping up, thus increasing the pressure applied on the compressed line of refuse.

Figure 7-14 Broken load



When you see the load behind the observation windows (see Figure 7-15), the body is really full, and breaking the load is not necessary.

Figure 7-15 Observation windows



Unloading Refuse

Caution!



Before raising the body and/or unloading its content, always make sure that the vehicle in on safe, stable, and level ground.

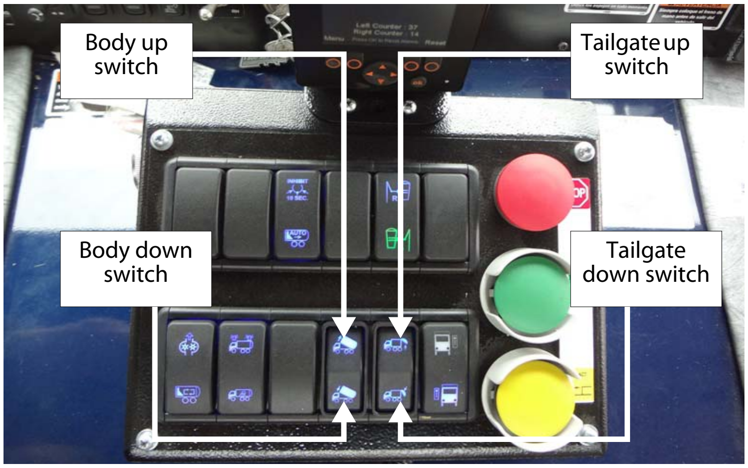
Always check for overhead clearance before opening the tailgate and lifting the body.

When the body of the EXPERT™ is full, you proceed to unload it in the appropriate landfill or dumping site. The unloading procedure recommended by Labrie helps you carry out this operation in a timely, safe, and efficient manner.

To unload the body:

1. Apply the parking brake.
2. Get out of the cab to go and remove the tailgate safety pins.
3. Get back in the cab.
4. Open the tailgate completely by pressing and holding the Tailgate Up switch on the in-cab control panel (see Figure 7-16).

Figure 7-16 Tailgate/body control switches



5. Raise the body by pressing and holding the Body Up switch on the in-cab control panel (see Figure 7-16).
6. Slowly move the vehicle forward to prevent material from piling up under the tailgate.

Caution! When moving the vehicle while the tailgate is raised, cover the shortest distance possible. Always be aware of your surroundings.

7. Cycle the packer until all the refuse has been unloaded.
8. When unloading is completed, lower the body by pressing and holding the Body Down switch on the in-cab control panel (see Figure 7-16).
9. Close the tailgate completely by pressing and holding the Tailgate Down switch (see Figure 7-16).
10. Apply parking brake.
11. Put the safety pins back in place.

8

Operating a Comingle Unit

The comingle version of the EXPERT™ is different in only certain aspects of its operation.

The two major differences are:

- the body that is split in two

Figure 8-1 Split body of an EXPERT™



- a chute that allows for the collection of two different types of refuse

Other than that, operating a comingle unit is fairly similar to a standard unit. The differences, and their effects on standard operations are explained in the following pages.

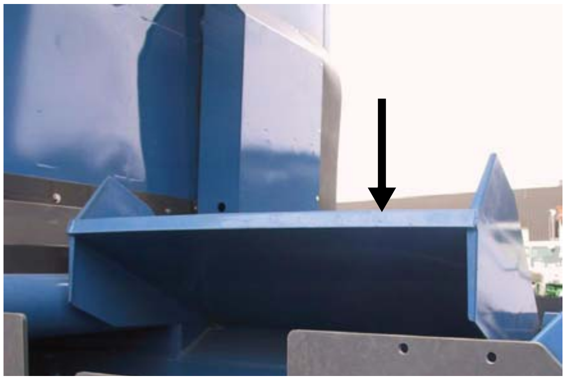
Operating the Chute

Danger! Before activating the crusher panel, make sure that the chute is fully tilted on the opposite side. Failure to do so could damage the chute and the crusher panel.

Comingle vehicles are usually equipped with a chute located in the middle of the hopper. The chute diverts refuse to the left or right side of the hopper.

Before collecting refuse, you must know exactly what type of material to load in, and change the position of the chute accordingly.

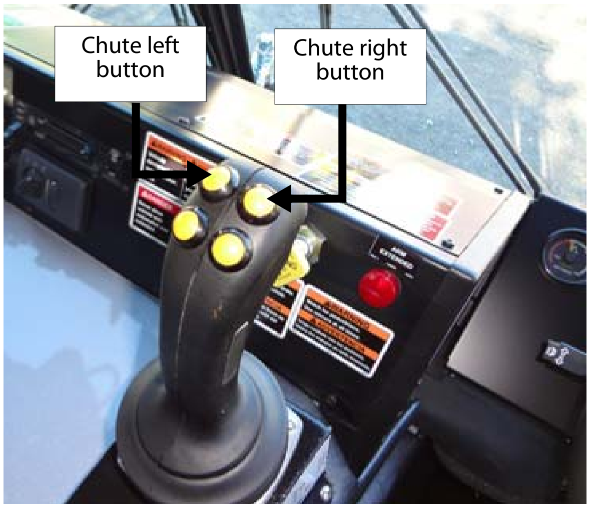
Figure 8-2 Comingle chute

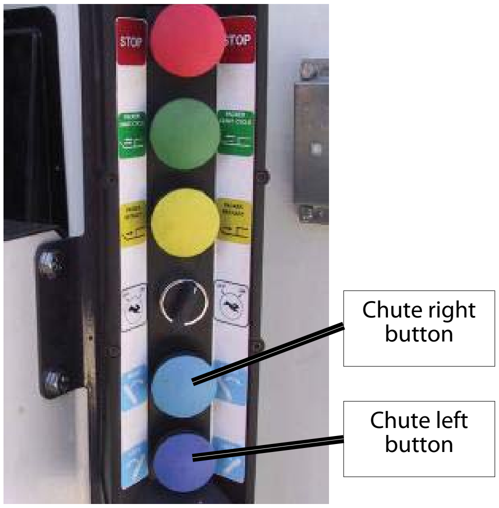


To operate the chute, simply position it on the proper side of the hopper (streetside or curbside).

NOTE: If the vehicle is equipped with a HELPING HAND™, use the joystick or the outside packer control station to move the chute. When using the joystick, the only indication that the chute has reached its correct position will be when the corresponding switch on the control panel turns green (see switch ELB05051 on page 63 [Indicator Tops]). For example, if the chute is positioned on the left, the top of this switch is green-lighted. If the chute is positioned on the right, the bottom of the switch is green-lighted. Switches ELB05054 (left chute) and ELB05055 (right chute) are used in units equipped with two chutes. "R" refers to rear while "F" refers to front. To select a specific chute, you have to activate its corresponding switch on the control panel and with the joystick select the position of the chute. Once the chute reaches its correct position, the switch turns green.

Figure 8-3 Chute control buttons on joystick (left), on control station (right)





NOTE: If your vehicle is equipped with a cart tipper, move the chute using the chute control lever (see Figure 8-4) located near the hopper.

Figure 8-4 Chute control lever



Collecting Refuse with a HELPING HAND™ Automated Arm

Caution! When using the lifting arm, double-check mirrors and surroundings for extra safety. Always ensure total clearance around the vehicle.

To collect refuse using the HELPING HAND™:

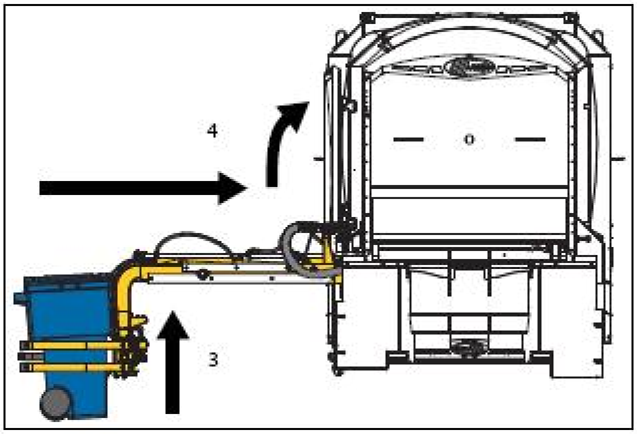
1. Align the lifting arm on the vehicle with the roller cart that you intend to pick up.

NOTE: To perform any action or movement of the lifting arm, remember to always press and hold the deadman switch (see Figure 3-26).

2. Place the chute in the proper position by using the joystick.

   Press and hold the appropriate chute control button on the top of the joystick (see Figure 8-3, left) until the chute is properly positioned.
3. Extend the lifting arm to reach the roller cart, closing the grabber just enough to avoid slamming on adjacent carts.
4. Grab the roller cart with the grabber and raise it about two feet from the ground (see Figure 8-5).

Figure 8-5 EXPERT™ automated collection



5. Fully retract the lifting arm and raise it until the cart tips into the hopper, emptying its content (see Figure 8-5).
6. Lower back the cart to about two feet above the ground.
7. Extend and lower the lifting arm to place the cart back to where it was.
8. Open the grabber to release the cart.
9. Fully retract the arm and park the grabber open alongside the vehicle (for door-to-door waste collection only).

Danger!

Never drive the EXPERT™ with the lifting arm extended and/or the grabber closed and popping out.

The lifting arm *must* be parked in the hopper when driving over a long distance.

NOTE: For proper operation of the lifting arm with the joystick, see Figure 3-27.

Collecting Refuse with a Cart Tipper

NOTE: The following procedure relates to the use of the Auto-Neutral feature and the temporary handbrake. This applies only to cabs modified by Labrie Enviroquip Group. If your cab has not been modified by Labrie Enviroquip Group, please refer to your cab manufacturer's recommendations.

To collect refuse using the cart tipper:

1. Make sure that the Auto-Neutral switch on the control panel is activated (see *Multiplex Switch Actuators (1)* on page 65).

The switch should be green-lighted.

NOTE: The Auto-Neutral feature comes with a Labrie modified cab. If your unit has this feature installed, you will see an Auto-Neutral switch mounted on the in-cab control panel.

2. Step on the foot brake pedal to fully stop the EXPERT™ near the cart that you want to collect.

Figure 8-6 Foot brake pedal



3. Put the TEMPORARY HANDBRAKE switch to **ON.**

   The transmission shifts to Neutral.

Figure 8-7 TEMPORARY HANDBRAKE switch



Danger! If you do not put the TEMPORARY HANDBRAKE switch to **ON,** the transmission remains in Drive and the EXPERT™ will drive away on its own as soon as you release the brake pedal to get off the vehicle. This will result in serious injury or death.

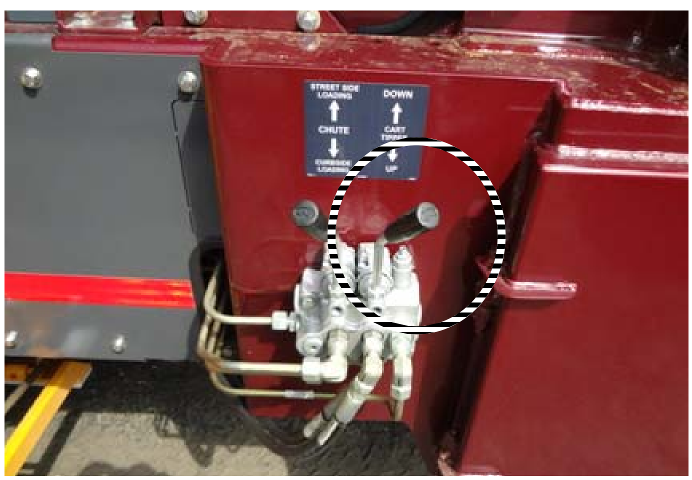
4. Get off the vehicle, and place the chute in the proper position by using the outside packer control station (see Figure 8-3, right).
5. Roll the cart to the tipper in a way that it can be picked up.
6. Push the cart tipper lever towards the vehicle until the tipper is in horizontal position.

Figure 8-8 Cart tipper in closed position



7. Place the cart on the tipper and push the control lever down to dump the cart's content into the hopper.

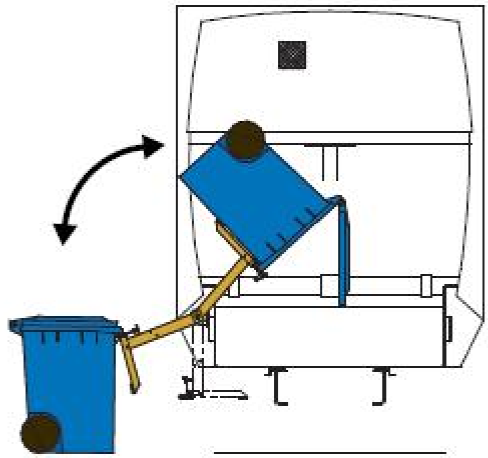
Figure 8-9 Cart tipper control lever



8. Once the cart is empty, bring the cart down by pulling the tipper lever.

NOTE: On some units, tipper controls are inverted upon request by the customer.

Figure 8-10 Cart tipper operation



9. Put the cart back to its original position and completely close the tipper (see Figure 8-8).
10. Get back in the cab, step on the foot brake pedal, and put the TEMPORARY HANDBRAKE switch to **OFF.**

    The transmission shifts to Drive; you can now safely move to the next pick-up location.

Collecting Refuse Manually

NOTE: The following procedure relates to the use of the Auto-Neutral feature and the temporary handbrake. This applies only to cabs modified by Labrie Enviroquip Group. If your cab has not been modified by Labrie Enviroquip Group, please refer to your cab manufacturer's recommendations.

To collect refuse manually:

1. On the control panel, turn on the Auto-Neutral switch (see *Multiplex Switch Actuators (1)* on page 65).

   The switch should turn from blue to green.

NOTE: The Auto-Neutral feature comes with a Labrie modified cab. If your unit has this feature installed, you will see an Auto-Neutral switch mounted on the in-cab control panel.

2. Step on the foot brake pedal to fully stop the EXPERT™ near the refuse that you want to collect.

Figure 8-11 Foot brake pedal



3. Put the TEMPORARY HANDBRAKE switch to **ON.**

   The transmission shifts to Neutral.

Figure 8-12 TEMPORARY HANDBRAKE switch



Danger! If you do not put the TEMPORARY HANDBRAKE switch to **ON,** the transmission remains in Drive and the EXPERT™ will drive away on its own as soon as you release the brake pedal to get off the vehicle. This will result in serious injury or death.

4. Get off the vehicle, and place the chute in the proper position by using the outside packer control station (see Figure 8-3, right).
5. Collect the refuse.

IMPORTANT: If the vehicle is equipped with a lifting arm, raise the grabber completely inside the hopper before hand loading.

6. Get back in the cab, step on the foot brake pedal, and put the TEMPORARY HANDBRAKE switch to **OFF.**

   The transmission shifts to Drive; you can now safely move to the next pick-up location.

Crushing Refuse in the Hopper

NOTE: For units equipped with a crusher panel.

Once you have collected a certain amount of refuse in the hopper (particularly large objects), you can use the crusher panel to crush this refuse directly in the hopper before packing it into the body.

Danger! Never attempt to reach inside the hopper area when the crusher panel or the packer is in motion. Severe injury or death may occur.

To crush refuse in the hopper:

1. If need be, make sure the lifting arm is out of the hopper area and that the packer is completely retracted.
2. Place the chute on the opposite side of the crusher panel (if equipped).
3. On the in-cab control panel, press and hold the bottom of the crusher panel switch to lower the panel (see *Multiplex Switch Actuators (1)* on page 65 for an illustration of this switch).

NOTE: The crusher panel can only be lowered when the packer is completely retracted to its home position.

4. Once the refuse is crushed in the hopper, press and hold the top of the crusher panel switch to raise the panel (see *Multiplex Switch Actuators (1)* on page 65 for an illustration of this switch).

Unloading a Comingle Unit

Warning! Before opening the tailgate or lifting the body, always make sure that the vehicle is on safe, stable, and level ground, and that overhead clearance is sufficient.

When the refuse starts to be ejected from the body, cautiously move the vehicle forward to cover the shortest distance possible. Always be aware of your surroundings when moving an EXPERT™.

When the body of the EXPERT™ is full, you proceed to unload it in the appropriate landfill or dumping site. The unloading procedure recommended by Labrie helps you carry out this operation in a timely, safe, and efficient manner. A comingle vehicle is unloaded in two steps:

Step 1. Unloading of the left side compartment of the body

Step 2. Unloading of the right side compartment of the body

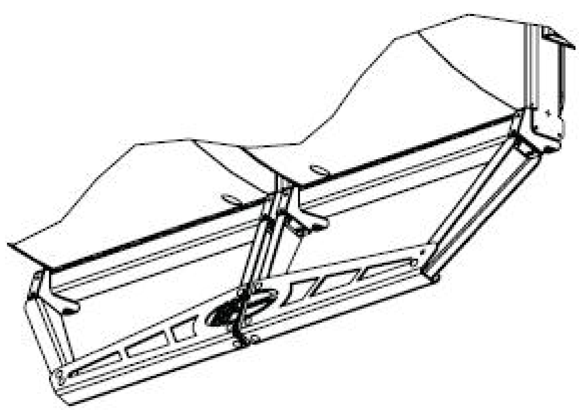
NOTE: This is assuming that the ICC bumper is installed on the left tailgate. If it is installed on the right, please start by first unloading the right side compartment of the body.

Figure 8-13 Full ICC bumper



For vehicles equipped with two ICC bumpers (one half under each tailgate), you can open either tailgate independently of the other. Because of the bumper configuration, there is no interlock and you can open the tailgates in any sequence.

Figure 8-14 Dual ICC bumper

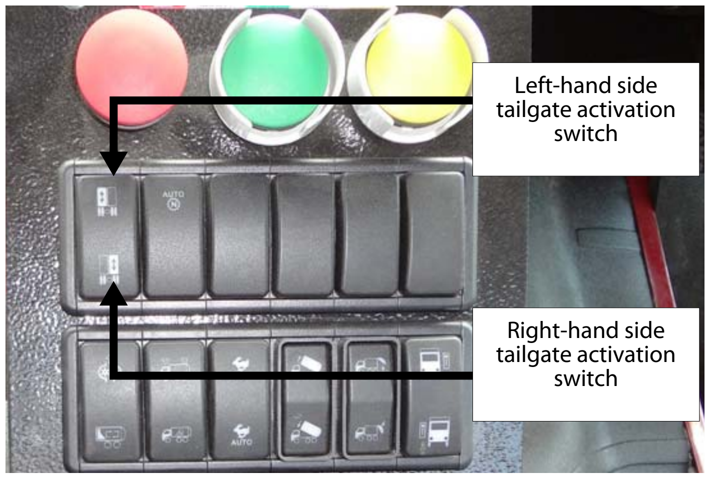


Unloading the Left-Hand Side Compartment of the Body

To unload the left-hand side compartment of the body (with full ICC bumper on the left-hand side tailgate):

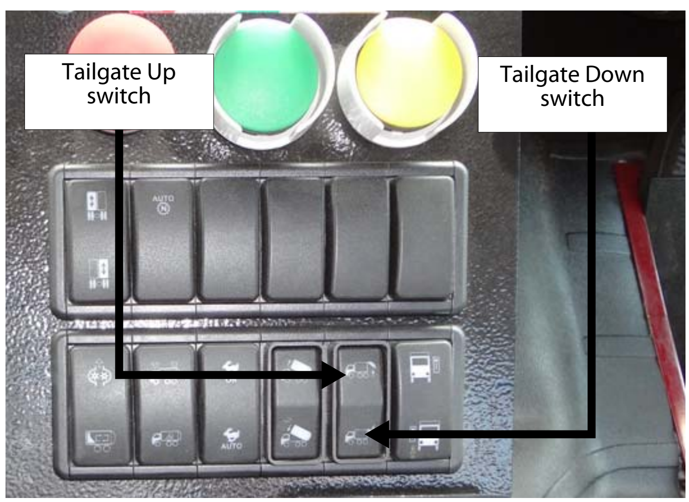
1. Apply the parking brake and get out of the cab.
2. Remove the left-hand side tailgate safety pin and go back in the cab.
3. On the in-cab control panel, press the top of the Tailgate Selector switch (see Figure 8-15).

Figure 8-15 Tailgate selector switch



4. Open the tailgate completely by pressing and holding the Tailgate Up switch on the in-cab control panel (see Figure 8-16).

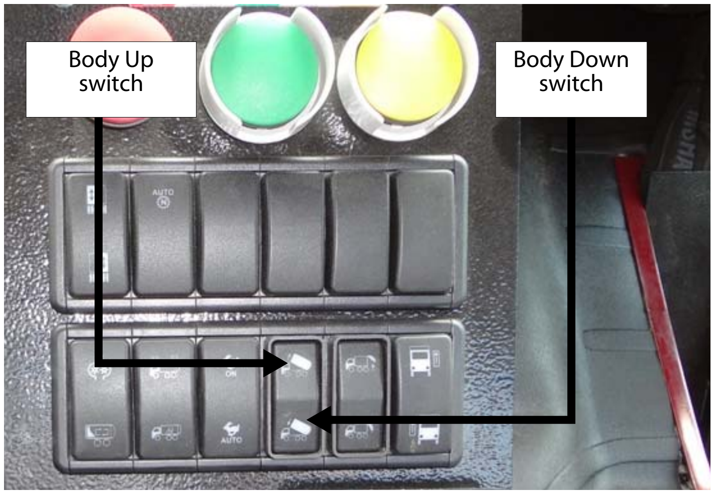
Figure 8-16 Tailgate Up/Down switches



5. Raise the body by pressing and holding the Body Up switch on the in-cab control panel (see Figure 8-17).

   Waste starts to slide out as the body rises.

Figure 8-17 Body Up/Down switches



6. Slowly move the vehicle forward.

   This prevents refuse from piling up under the tailgate.
7. If necessary, cycle the packer until all the refuse has been ejected, then lower the body by pressing and holding the Body Down switch on the in-cab control panel (see Figure 8-17).
8. Apply the parking brake.
9. Get out of the cab and go clean the locking mechanism area.
10. Close and lock the tailgate by pressing and holding the Tailgate Down switch on the in-cab control panel (see Figure 8-16).
11. Put the safety pin back in place.

Unloading the Right-Hand Side Compartment of the Body

To unload the right-hand side compartment of the body (with full ICC bumper installed on the left-hand side tailgate):

1. Apply the parking brake and get out of the cab.
2. Remove **both** tailgate safety pins and go back in the cab.
3. On the in-cab control panel, press the top of the Tailgate Selector switch (see Figure 8-15) and fully open the left-hand side tailgate by pressing and holding the Tailgate Up switch on the in-cab control panel (see Figure 8-16).

   This will prevent the ICC bumper from hitting the ground when the body is raised.

IMPORTANT: If the left-hand side tailgate is not fully open, the body can not be raised.

4. On the in-cab control panel, press the bottom of the Tailgate Selector switch (see Figure 8-15) and fully open the right-hand side tailgate by pressing and holding the Tailgate Up switch on the in-cab control panel (see Figure 8-16).
5. Raise the body by pressing and holding the Body Up switch on the in-cab control panel (see Figure 8-17).

Waste starts to slide out as the body raises.

6. Slowly move the vehicle forward to prevent material from piling up under the tailgate.
7. If necessary, cycle the packer until all the refuse has been ejected, then lower the body by pressing and holding the Body Down switch on the in-cab control panel (see Figure 8-17).
8. Apply the parking brake.
9. Proceed with the cleaning of the locking mechanism area.
10. Close and lock the right-hand side tailgate by pressing and holding the Tailgate Down switch on the in-cab control panel (see Figure 8-16).
11. Close and lock the left-hand side tailgate. To do so:
    - 11 a. Select the left-hand side tailgate on the Tailgate Selector switch (see Figure 8-15).
    - 11 b. Press and hold the Tailgate Down switch (see Figure 8-16).
12. Put **both** safety pins back in place.

9

Units with Dual Helping-Hand™

The optional DUAL HELPING-HAND™ system consists of two hydraulically-powered automated arms. This system allows the operator to collect wheeled carts located on both sides of a one-way street.

Figure 9-1 Expert™ w/ Dual Helping-Hand™



General Safety Instructions

The following are safety intructions to be followed by Operators of an Expert™ with Dual Helping-Hand™:

- Stay clear of the path of both automated arms at all times.
- Make sure that nobody is near the vehicle before activating one of the arms.
- Report any damage or malfunction immediately to the employer.

Danger! Never drive the vehicle when one of the Helping-Hand™ automated arms is extended.

Warning! Expert™ units with Dual Helping-Hand™ must be operated by only one operator.

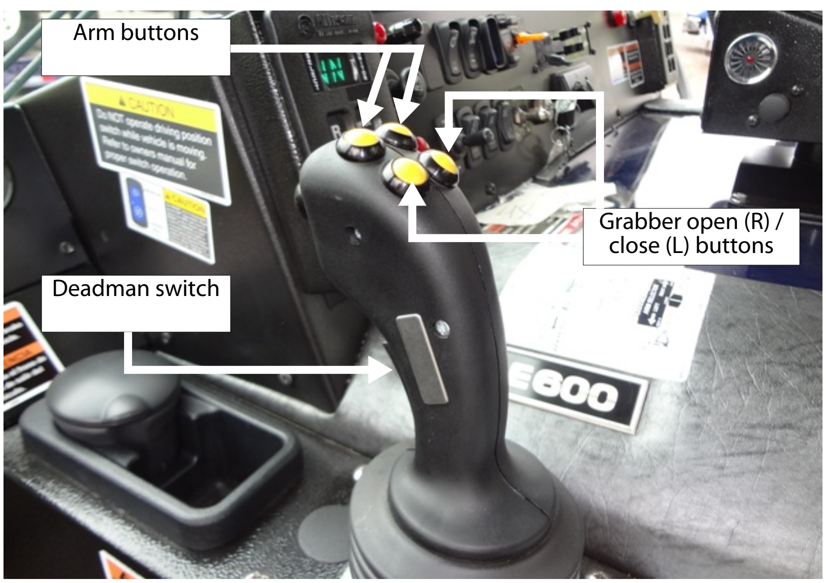
- Be aware of the clearance on both sides of the unit at all times, even if only one automated arm is used.
- The operator must park both automated arms inside the hopper and close both hopper doors before covering a long distance.
- When using only one automated arm for a long period, it is strongly recommended to close the opposite hopper door in order to avoid spillage.
- Never operate the arm or the grabber when same side hopper door is closed.
- Before using one of the Helping-Hand™ arms, you have first to park the other arm alongside the hopper.
- Fully retract arm alongside the hopper before performing manual collection. The ARM EXTENDED warning lights on the dashboard (Figure 3-32) flash as soon as one of the automated arms is not parked alongside the truck.

Operating the DUAL HELPING-HAND™ System

The Helping-Hand™ is a reliable and productive arm that has a maximum reach of 84 inches. It can pick up 32- to 96-gallon carts.

The Helping-Hand™ arms are controlled by one joystick (standard). As an option, this joystick can be moveable. Some units are also equipped with two joysticks (optional). Each one of them can control any of the arms (depending on which arm button is pressed).

Figure 9-2 Arm joystick



To switch from one arm to the other, use the arm buttons located on the top of the joystick (see Figure 9-2).

Switching to the Curbside Helping-Hand™ Arm

Press the right button to select the curbside Helping-Hand™ arm.

Figure 9-3 Pressing the right button



NOTE: The deadman switch must be depressed in order to activate joystick functions.

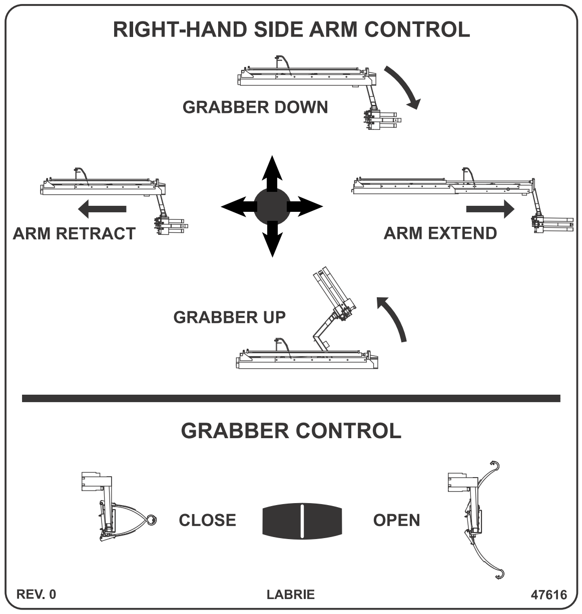
On the multiplex control panel, there is an arm selection indicator (see Figure 9-4) that tells the operator which of the two automated Helping-Hand™ arms is currently operative. This indicator is divided into two sections: the upper section is for the right (or curbside) automated arm; the lower section is for the left (or streetside) automated arm.

- A green indicator light means the corresponding arm is operative.
- A blue indicator light means the corresponding arm is not operative.

Figure 9-4 Arm selection indicator



Figure 9-5 Right-hand side arm control decal (#47616)



For the use of the other buttons on the joystick, see *Joystick Controls* on page 73.

Switching to the Streetside Helping-Hand™ Arm

Press the left button to select the streetside Helping-Hand™ arm.

Figure 9-6 Pressing the left button

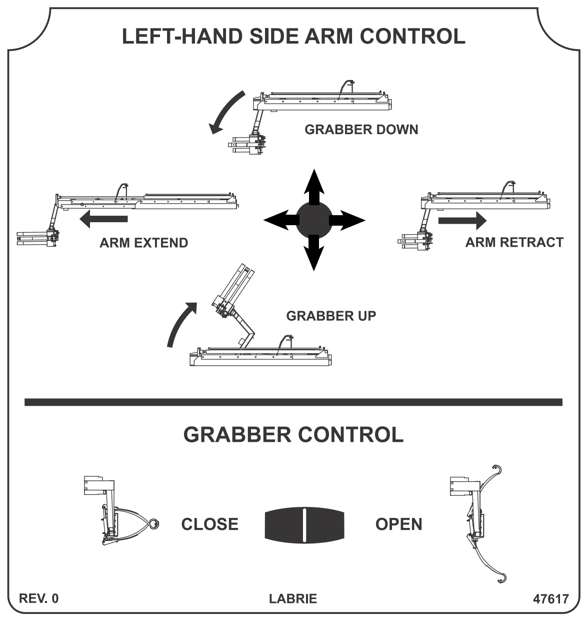


NOTE: The deadman switch must be depressed in order to activate joystick functions.

On the multiplex control panel, there is an arm selection indicator (see Figure 9-4) that tells the operator which of the two automated Helping-Hand™ arms is currently operative. This indicator is divided into two sections: the upper section is for the right (or curbside) automated arm; the lower section is for the left (or streetside) automated arm.

- A green indicator light means the corresponding arm is operative.
- A blue indicator light means the corresponding arm is not operative.

Figure 9-7 Left-hand side arm control decal (#47617)



Warning! The joystick functions are inverted when you select the streetside arm. Make sure to use the joystick correctly when you select the opposite arm. Failure to do so may cause injury or even death.

For the use of the other buttons on the joystick, see *Joystick Controls* on page 73.

Arm Joystick

The joystick can perform two functions at the same time. For example, you can extend the arm and lower the grabber simultaneously.

- Shift the joystick forward at 90° toward the grabber down lettering (see Figure 9-5 and Figure 9-7) to lower the grabber.
- Shift the joystick forward at 45° between the grabber down and arm extend lettering to lower the grabber and extend the arm.
- Shift the joystick toward the streetside at 90° to the arm retract lettering to retract the arm only.

- Shift the joystick backward at 45° between the grabber up and arm retract lettering to raise the grabber and retract the arm at the same time.
- Shift the joystick backward at 90° to the grabber up lettering to raise the grabber only.
- Shift the joystick toward the curbside at 90° to the arm extend lettering to extend the arm only.

NOTE: In/out commands are inverted for the optional left-hand side automated arm.

Deadman Switch

The deadman switch on the joystick is used as a safety device to ensure that every movement of the Helping-Hand™ is absolutely wanted and controlled by the operator. That is, if the operator is not pressing the deadman switch while trying to move the arm with the joystick, no movement will occur. With such a safety feature, an accidental movement of the joystick will not be transmitted to the selected arm. Also, all joystick buttons are operational only if the deadman switch is depressed.

10

Shutting Down the Vehicle

At the end of your work day, you have to shut down your vehicle in a safe manner, and clean it thoroughly so that it is ready for next day's start-of-the day inspection. These procedures are explained in the following pages.

Locking Out and Tagging Out the Vehicle

For any inspection, repair or general maintenance being done on the vehicle, whether on the road or at the shop, it is the employer's responsibility to establish and see to the application of a proper lockout and tagout procedure.

To lock out and tag out your EXPERT™ unit:

1. Park the vehicle on safe, level ground, and apply the parking brake (see Figure 10-1).

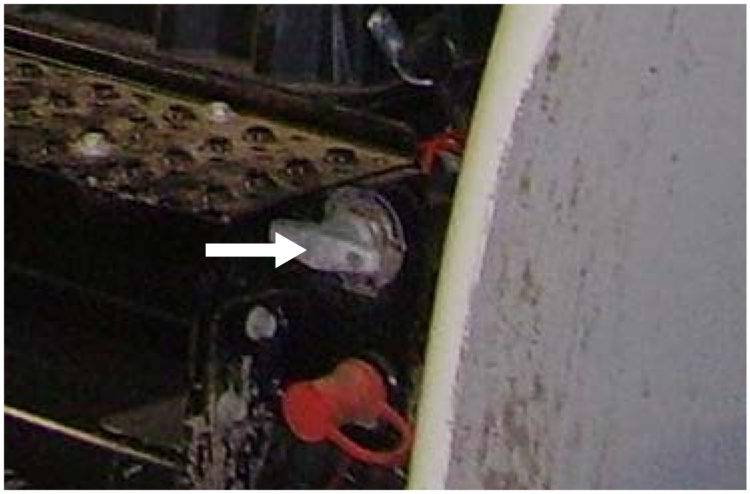
Figure 10-1 Parking brake button



2. Make sure that the body is completely unloaded.
3. Switch off the hydraulic pump.
4. Turn off the engine, remove the key from the ignition, store it in a safe and controlled area (preferably on yourself), and tape over the ignition switch.
5. Turn off and lock the master switch.
6. Chock all wheels.

IMPORTANT: Depending on the chassis model, the battery set of the EXPERT™ may be equipped with a master switch (see Figure 10-2) that must be turned off.

Figure 10-2 Master switch



7. Put an "OFF SERVICE" tag on the driver's wheel and on the front windshield.
8. Use safety props to block any system that could move by gravity (open tailgate, etc.).
9. Drain all air tanks.
10. Verify and inspect any security device and/or mechanism to make sure that there is no bypass and that they are all functional.

Cleaning your EXPERT™

The daily cleaning of the EXPERT™ ensures longer duration of equipment parts, better performance, and constitutes an important safety issue. It will minimize breakdowns and maintenance expenses. Daily cleaning of lights, reflectors, warning indicators and safety labels makes your vehicle more visible and safer for surrounding pedestrians and vehicles.

IMPORTANT: Before performing any cleaning on the vehicle, always make sure that it is parked on level ground, and that the parking brake is applied.

Basic Cleaning

Keeping the EXPERT™ clean is both a safety and optimization issue. Therefore, the following cleaning recommendations are useful:

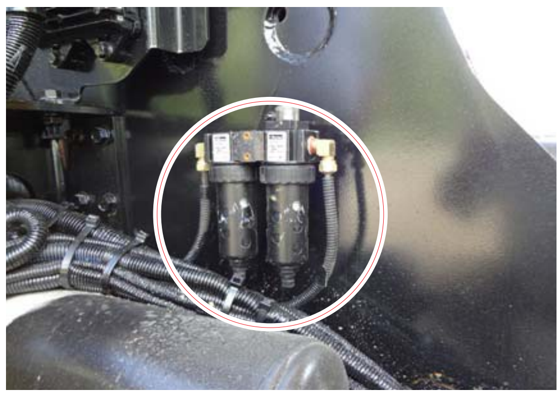
- Remove any waste or material from the hopper area.
- Remove any snow or mud from the floor riser in the cab.
- Clean all lights on the vehicle.
- Clean all safety labels around the vehicle to render them visible at all times, not only to users, but also to pedestrians and other drivers.

Caution! To prevent any slipping or falling, both right- and left-hand side stand-on platforms should be kept clean.

Bleeding Air Tanks and Water Traps

Labrie Enviroquip Group strongly recommends bleeding the EXPERT™ air tanks and water traps at the end of each work day.

Figure 10-3 Water Trap

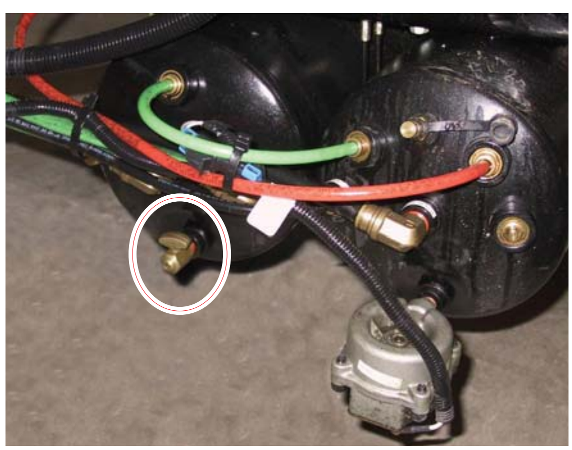


To bleed the air tanks and water traps:

1. Put on your safety glasses.
2. While making sure that you stay away from the stream, open the valve and leave it open until no more water is coming out.

- *If the truck is equipped with the type of tank below (see Figure 10-4),* turn the valve a quarter of a turn.

Figure 10-4 Air tank and valve (circled)



- *If valves are equipped with a steel cable (see Figure 10-5),* pull the cable to open the valve.

Figure 10-5 Air tank with steel cable on drain valve



If air tanks are not easily reachable, extension hoses join them to ball valves that allow remote bleeding (see Figure 10-6).

Figure 10-6 Ball valves with extension hoses



NOTE: In this case, you have to turn the valves a quarter of a turn to proceed with the bleeding.

3. Close the valve and repeat the procedure for all remaining valves (if there is more than one valve installed on the vehicle).

Warning! Always wear safety glasses before draining air tanks. Stay away from the stream.

Cleaning the Hopper

As part of a daily cleaning routine of the EXPERT™, cleaning the hopper is of the utmost importance.

To clean the hopper:

1. Fully extend the lifting arm (if equipped) and the packer.
2. If equipped with a crusher panel and a chute, position the chute on the appropriate side of the hopper so that the crusher panel can be raised.
3. Fully raise the crusher panel (if equipped).
4. Lock out and tag out the vehicle (see *Locking Out and Tagging Out the Vehicle* on page 135).
5. On units with no lifting arms, pull the floating panel (see Figure 10-8) to get access to the rear area of the packer blade.
6. Remove any bulky piece of garbage in the area.
7. With a hoe (and a water jet, if necessary), clean any dirt under the cylinders and in the side tracks.

Caution!

Be careful with the limit/proximity switches when cleaning the hopper; hitting them can cause them to lose proper adjustment.

Do not use the water jet directly on connectors or battery fuses.

8. Rake small pieces of garbage towards the clean-out traps.
9. Clean out the rest of the body.
10. Perform a visual inspection of the hopper area, looking for possible leaks in the hydraulic system and wear on the mechanical parts.
11. Open the clean-out trap doors on each side of the hopper.
12. With the hoe, rake out any small pieces of garbage left in the trap, and clean with water jet.

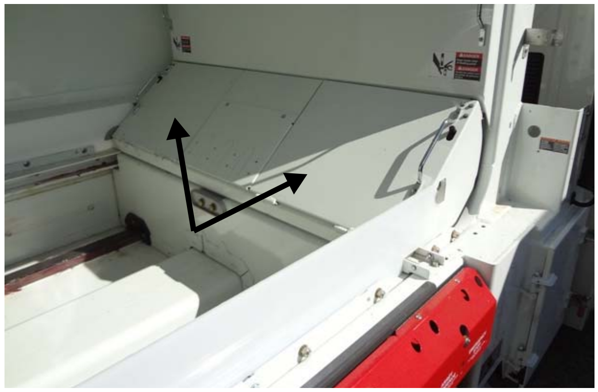
Figure 10-7 Clean-out trap door



13. Close the clean-out trap doors.
14. Close the floating panel (on units with no lifting arms).

15. Retract the lifting arm (if equipped) along the hopper.

Figure 10-8 Floating panel



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